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William Allen

JOURNAL
OF THE
COMMON COUNCIL

OF THE
CITY OF PHILADELPHIA,

FOR 1845-46.

BEGINNING OCTOBER 17, 1845,

AND

ENDING OCTOBER 8, 1846.

WITH AN APPENDIX.

PHILADELPHIA:
PRINTED FOR THE COMMON COUNCIL.

R. BERESFORD, PRINTER.

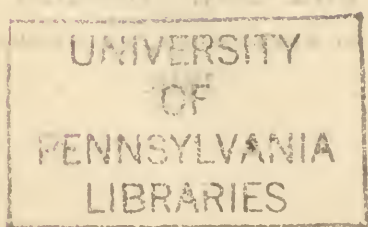
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1845-46



JOURNAL

OF THE

COMMON COUNCIL.

FRIDAY, October 17th, 1845.

THE following named gentlemen, members elect of the Common Council, to wit :—

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, S.
Norris, C.
Orne,
Paul,
Percival,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,

assembled according to law, in the City Hall, at 11 o'clock in the forenoon of this day, and on motion of Mr. Campbell, proceeded to organize by calling Thomas Snowden, Esq. to the Chair.

Mr. Corbit made a motion,

That a Committee of three be appointed to proceed to the State House, and obtain from the Judges of the General Election, the returns of the election for the office of Common Council.

Which was agreed to.

Whereupon, the Chairman appointed Messrs. Corbit, Miller and Davis on the Committee.

After a short time, the Committee returned and handed to the Chairman the return of the Election for Common Council,

which was read, and it is in the order and figures following, to wit :—

JUDGES.

We, the subscribers, Judges of a General Election, held at the State House, in the City of Philadelphia, on 'Tuesday, the fourteenth day of October, in the year of our Lord one thousand eight hundred and forty-five, for members of the Common Council of the City of Philadelphia, do certify, that the following persons had the number of votes affixed to their respective names, to wit :—

Samuel Norris, fifty-three hundred and fifty-eight	5358
George Campbell, fifty-three hundred and sixty-eight	5368
Saunders Lewis, fifty-three hundred and seventy-nine	5379
John C. Davis, fifty-three hundred and sixty-nine	5369
John Towne, fifty-three hundred and sixty-four	5364
Edmund A. Souder, fifty-three hundred and seventy-three	5373
John Agnew, fifty-three hundred and fifty-eight	5358
Thomas Snowden, fifty-three hundred and fifty	5350
J. Rodman Paul, M. D., fifty-three hundred and sixty-seven	5367
George R. Fisher, fifty-three hundred and thirty-seven,	5337
Henry C. Corbit, fifty-two hundred and seventy-four,	5274
Charles Norris, fifty-three hundred and sixty	5360
Edmund Wilcox, fifty-three hundred and sixty-three	5363
Jacob Amos, fifty-three hundred and fifty-seven	5357
Daniel L. Miller, fifty-three hundred and sixty-one	5361
Charles A. Poulson, fifty-three hundred and sixty-three	5363
Horace Binney, Jr., fifty-three hundred and sixty-two	5362
William G. Mentz, fifty-three hundred and fifty-two	5352
Thomas C. Percival, fifty-three hundred and sixty-one	5361
Benjamin Orne, fifty-three hundred and fifty-six	5356
William Geisse, thirty-nine hundred and forty	3940
Francis Tiernan, thirty-nine hundred and fifty-five	3955
William T. Gorman, thirty-nine hundred and twenty-nine	3929
Samuel Davis, thirty-nine hundred and thirty-nine	3939
Cornelius J. Bradford, thirty-nine hundred and thirty-five	3935
John C. Yeager, thirty-nine hundred and thirty-six	3936
Henry McKeen, thirty-nine hundred and forty	3940
Thomas Greer, thirty-nine hundred and twenty-nine	3929
Jacob Reed, thirty-nine hundred and forty	3940
John F. Ohl, thirty-nine hundred and thirty-nine	3939
Comegys Paul, thirty-nine hundred and forty-five	3945
John McCowen, thirty-nine hundred and twenty-five	3925
Barnet Quin, thirty-nine hundred and nine	3909
George Taber, thirty-nine hundred and thirty-five	3935

Paul Denckla, thirty-nine hundred and forty-five	3945
Daniel P. Bussier, thirty-nine hundred and thirty-eight	3938
Edward D. Ingraham, thirty-nine hundred and fifty-two	3952
Joseph Caskey, thirty-nine hundred and thirty-three	3933
William B. Heiskell, thirty-nine hundred and thirty-eight	3938
James Loughhead, thirty-nine hundred and twenty-seven	3927
Samuel Hood, forty-two hundred and fifty-nine	4259
Ferdinand J. Dreer, forty-two hundred and fifty-one	4251
John Huff, forty-two hundred and forty-one	4241
Lewis M. Troutman, forty-two hundred and fifty-three	4253
George R. Harmstead, forty-two hundred and thirty-four	4234
Charles N. Brook, forty-two hundred and forty-five	4245
John M. Wetherill, forty-two hundred and fifty-five	4255
William Kirk, forty-two hundred and fifty-six	4256
Ebenezer Mustin, forty-two hundred and forty-seven	4247
George W. Farr, forty-two hundred and seventy-five	4275
Thomas T. Mason, forty-two hundred and forty-eight	4248
David Jayne, forty-two hundred and forty-seven	4247
O. H. Partridge, M. D., forty-two hundred and forty-eight	4248
G. Blight Browne, forty-two hundred and forty-three	4243
Isaac Lloyd, Jr., forty-two hundred and sixty	4260
Wm. H. Hart, forty-two hundred and sixty-six	4266
William Purves, forty-two hundred and seventy-four	4274
Joseph Vandyke, forty-two hundred and forty-two	4242
William Wilson, forty-two hundred and forty-nine	4249
Benjamin Gaskill, forty-two hundred and forty	4240
W. W. Cansler, sixty	60
C. C. Jackson, sixty-two	62
Francis Newland, sixty	60
Joel Bates, sixty-one	61
Thomas Hansell, sixty-one	61
Manly Rowe, sixty	60
C. Wise, sixty-one	61
James W. Rock, fifty-nine	59
Jacob B. Shannon, sixty	60
James Kelly, sixty	60
Thomas Illman, fifty-nine	59
Samuel Porter, sixty	60
William Thompson, sixty	60
James S. Hansell, sixty-one	61
T. G. Shew, fifty-nine	59
Robert Hayes, sixty-one	61
James Willis, sixty	60
L. Thompson, fifty-nine	59
George Connell, fifty-nine	59
W. Galloway, fifty-nine	59

And we do hereby further certify that Samuel Norris, George Campbell, Saunders Lewis, John C. Davis, John Towne, Edmund A. Souder, John Agnew, Thomas Snowden, George R. Fisher, Henry C. Corbit, Charles Norris, Edmund Wilcox, Jacob Amos, Daniel L. Miller, Charles A. Poulson, Horace Binney, jr., William G. Mentz, Thomas C. Percival, J. Rodman Paul, M. D. and Benjamin Orne, having received the highest number of votes polled as aforesaid, are, and are hereby declared to be duly elected members of the Common Council of the City of Philadelphia.

In testimony whereof, we, the said Judges, have hereunto set our hands and seals, the day and year first above written.

Thomas Clark,	[L.S.]	A. F. Chesebrough,	[L.S.]
Wm. P. Blight,	[L.S.]	D. Henry Flickwir,	[L.S.]
R. McCrory,	[L.S.]	D. W. Moore,	[L.S.]
John Rutherford, jr.,	[L.S.]	Wm. L. Maddock,	[L.S.]
John J. Hare,	[L.S.]	William L. Ward,	[L.S.]

And then the said Gentlemen so declared in and by the foregoing Return to be duly elected, did proceed to examine the same, and to judge and determine therein. And then and there the said Common Council so elected and returned, did approve of the election of the said

John Agnew,	Samuel Norris,
Jacob Amos,	Charles Norris,
Horace Binney, Jr.,	Benjamin Orne,
George Campbell,	J. Rodman Paul, M. D.
Henry C. Corbit,	Thomas C. Percival,
John C. Davis,	Charles A. Poulson,
George R. Fisher,	Edmund A. Souder,
Saunders Lewis,	Thomas Snowden,
Daniel L. Miller,	John Towne,
William G. Mentz,	Edmund Wilcox,

Each as Common Councilman.

On motion of Mr. Corbit,

It was ordered, that the said return be entered on the Journal, and filed among the Archives of the City.

On motion of Mr. Souder,

Messrs. Souder and S. Norris were appointed a Committee to wait upon the Mayor, and request him to attend in the Council Chamber, and administer the oath of office to the Members.

After a short time, the Mayor was introduced into the Chamber by the Committee, and thereupon administered the oath or affirmation of office, to each and every of the members elect, and he then withdrew, attended by the same Committee.

On motion of Mr. Davis,
Council proceeded to the election of a President.

The Chairman appointed Messrs. Davis and Paul, Tellers.

Who having collected and counted the votes, reported that twenty votes had been received—of which

SAMUEL NORRIS, ESQ. had 19.
THOMAS SNOWDEN, ESQ. had 1.

Whereupon, Samuel Norris, Esq., was declared to have been duly elected President.

The President then took the Chair.

On motion of Mr. Corbit,
Council proceeded to the election of a Clerk.

Messrs. Corbit and Poulson were appointed Tellers.

Who, after collecting and counting the votes, reported to the President—who declared that

THOMAS BIRCH, JR.,
having received twenty votes, was duly elected Clerk.

On motion of Mr. Lewis,
Council proceeded to the election of a Messenger.

Messrs. Lewis and Fisher were appointed Tellers.

Who, after collecting and counting the votes, reported to the President—who declared that

WILLIAM DAUGHERTY
having received twenty votes, was duly elected Messenger.

The President

Laid before Council a Communication from Lydia R. Bailey, asking to be re-elected Printer and Stationer.

Which was read, and laid on the table.

On motion of Mr. Snowden,

Council proceeded to the election of a Printer and Stationer to Council.

Messrs. Snowden and Souder, were appointed Tellers.

Who, after collecting and counting the votes, reported to the President—who declared that

LYDIA R. BAILEY,

having received twenty votes, was duly elected Printer and Stationer to Council.

Mr. Paul moved,

'That a Committee of three be appointed to take charge of the unfinished business of the late Council, and report on the same at the next Stated Meeting.

Which was agreed to.

Messrs. Paul, Campbell and Snowden, were appointed on this Committee.

Mr. Souder offered the following :—

Resolved, That until otherwise ordered, the Rules and Regulations in use by the late Councils, be adopted for the government of the present Councils.

Which was twice read, and passed.

A Message from the Select Council,

Informed that they had organized by electing

Wm. M. Meredith, Esq.,	-	-	President.
Henry Helmuth,	-	-	Clerk.
Wm. Daugherty,	-	-	Messenger.
Lydia R. Bailey,	-	-	Printer.

Which was read, and laid on the table.

Another Message,

Informed that they had received a communication from the Mayor of the City, and transmit the same for the information of Common Council.

Which was read.

And on motion of Mr. Davis,

It was ordered to be printed for the use of Council.

Mr. Corbit offered the following :—

Resolved, That Councils will meet on Tuesday next, the 21st inst., in the Chamber of Common Council, at 12 o'clock, noon, to open and publish the returns of the election for Mayor of the City of Philadelphia.

Which was twice read, and passed.

The President announced the following appointments :—

Watering Committee.

Messrs. Corbit, Snowden, Lewis and Poulson.

Building Committee of Girard College.

Messrs. Agnew, Paul, Davis, Amos.

Committee on Finance.

Messrs. Wilcox, Paul, Davis, Binney.

A Message from Select Council,

Informed that they had made the following Appointments—

Watering Committee.

Messrs. Wetherill, Gilpin, Trucks, Lewis.

Finance.

Messrs. Gilpin, Morris, Trucks, Lewis,

Building Committee.

Messrs. Morris, Elliott, Roberts, Boswell.

Adjourned.

TUESDAY, October 21st, 1845.

Council met—Present

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
• Miller,

Messrs. Mentz,
Norris, C.
Orne,
Paul,
Percival,
Poulson,
Souder,
Snowden,
Wilcox,

S. Norris, Pres't.

Mr. Corbit made a motion,

That Select Council be informed that this Council is ready to receive them in Convention, for the purpose of opening and publishing the returns of the election for Mayor of the City of Philadelphia.

Which reed to.

After a short time the President, Clerk, and Members of the Select Council entered—being seated,

The President of the Select Council announced the object of the Convention and handed to the Clerk the returns of the election for Mayor.

JUDGES.

We, the Subscribers, Judges of a General Election, held at the State House, in the City of Philadelphia, on Tuesday, the fourteenth day of October, in the year of our Lord one thousand eight hundred and forty-five, for a Mayor of the City of Philadelphia, do certify, that the following persons had the number of votes affixed to their respective names, to wit :—

John Swift received forty-nine hundred and forty-nine	4949
James Page received thirty-nine hundred and forty-six	3946
Elhanan W. Keyser received forty-five hundred and thirty-eight	4538
John Bouvier received seventy-eight	78

In Testimony Whereof, We, the said Judges, have hereunto set our hands and seals, the day and year first above written.

Thomas Clark, [L.S.]
Wm. P. Blight, [L.S.]
R. McCrory, [L.S.]
John Rutherford, jr., [L.S.]
John J. Hare, [L.S.]

A. F. Chesebrough, [L.S.]
D. Henry Flickwir, [L.S.]
Samuel Johnson, [L.S.]
D. W. Moore, [L.S.]
William L. Ward, [L.S.]

It appearing by the return, that no person had been elected Mayor, the Select and Common Council forthwith proceeded to elect *viva voce*, one of the two persons having the highest number of votes—when

Of the Select Council,

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for

JOHN SWIFT.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Mentz, Miller, Norris, Orne, Paul, Percival, Poulson, Snowden, Souder, Wilcox, Norris, Pres't. (19) voted for

JOHN SWIFT.

Whereupon, John Swift was declared to be duly elected Mayor of the City of Philadelphia for the ensuing year.

Mr. Wetherill offered the following, to wit :—

Resolved, That a Committee of two, be appointed to wait on the Mayor elect, and inform him of his election, and request his attendance in the Chamber of Common Council, to take the oath of office.

Which was twice read, and passed.

Messrs. Wetherill of the Select, and Davis of the Common Council, were appointed on this Committee.

On motion of Mr. Chandler,

Messrs. Chandler of the Select, and C. Norris of the Common Council, were appointed a Committee to wait on the Recorder of the City, and request him to attend in the Common Council Chamber, to administer the oath of office to the Mayor elect.

After some time the Committee appointed to wait on the Mayor elect, returned, and introduced John Swift, the Mayor elect, who took and subscribed the oath of office, which was administered to him by Richard Vaux, the Recorder of the City.

The Convention was then dissolved, and the Select Council retired.

The President announced that he had appointed the following Joint Standing Committees, to wit :—

On Police.

Messrs. Poulson, C. Norris, Towne, Percival.

On Highways.

Messrs. Corbit, Lewis, Miller, Percival.

On Cleansing the City.

Messrs. Miller, C. Norris, Fisher, Mentz.

On City Property.

Messrs. Agnew, Souder, Amos, Binney.

On Legacies and Trusts.

Messrs. Campbell, Souder, Mentz, Fisher.

On Girard Estates.

Messrs. Snowden, Campbell, Wilcox, Orne.

On Library.

Messrs. Towne, Orne.

A Message from Select Council,

Informed that they had made the following appointments—

Committee on Police.

Messrs. Wetherill, Morris, Toland, Trucks.

Committee on Highways.

Messrs. Rockhill, Roberts, Lewis, Boswell.

Committee on Cleansing the City.

Messrs. Rockhill, Chandler, Toland, Boswell.

Committee on City Property.

Messrs. Morris, Chandler, Elliott, Rockhill.

Committee on Legacies and Trusts.

Messrs. Roberts, Elliott, Toland, Boswell.

Commissioners of the Girard Estates.

Messrs. Chandler, Gilpin, Roberts, Wetherill.

Committee on Library.

Messrs. Gilpin, Chandler.

Mr. Corbit offered the following:

Resolved, That so much of the communication of the late Mayor, as relates to the Police Department, be referred to the Committee on Police, and so much as relates to the Fire Department, be referred to the Committee on Legacies and Trusts, and so much as relates to the Public Highways, be referred to the Committee on Public Highways.

Which was twice read, and passed.

Adjourned.

THURSDAY, October 23rd, 1845.

Council met—Present

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Mentz,
Norris, C.

Messrs. Orne,
Paul,
Percival,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

Mr. Percival

Presented a petition from residents and persons engaged in business on the Schuylkill front of the City, asking Councils to authorize the construction of a railroad from the Columbia railroad near Fairmount, along the western front of the City, and suggesting the propriety of the City subscribing for a portion of the stock.

Which was read, and referred to the Committee on Public Highways.

The President—

Laid before Council a communication from John Wiegand, Chairman of the Committee on exhibitions of the Franklin Institute, inviting the members to visit their fifteenth exhibition of American manufactures.

Which was read, and

On motion of Mr. Campbell, it was

Ordered, That the invitation be accepted.

Mr. Percival

Presented a communication from Allen Cuthbert, proposing to sell to the City his portion of the end of the wharf on the Delaware at the foot of Lombard street.

Which was read, and referred to the Committee on City Property.

Mr. Corbit—

From the Committee on Public Highways, made report, (*Appendix No. 1,*) with the following resolution annexed:

Resolved, That the Committee on Public Highways be authorized to make such agreements with the Magnetic Telegraph Company, for the erection of posts along the Public Highways of the city, as they may deem proper.

Which was twice read, and passed.

Select Council concurred.

Mr. Paul,

From the Committee on unfinished business, made report, (*Appendix No. 2,*) with the following resolution annexed:

Resolved, That the resolution adopted in Select Council, October 24th, 1844, and postponed in Common Council, relating to the remodeling of the Fire Department, be referred to the Committee on Police.

Which was twice read, and passed.

Mr. Corbit,

On leave given, presented a petition from owners and occupants of property in the vicinity of Market street and the Schuylkill, asking that a Market house may be erected in Market street between Ashton and Schuylkill Front street, and also asking for the erection of a hydrant pump on the south side of the said square.

Which was read.

And on motion it was

Ordered, That so much of the petition as relates to a Market House, be referred to the Committee on City Property, and so much as relates to a pump, be referred to the Watering Committee.

A message from Select Council informed,

That they had passed the following, to wit:

Resolved, That the Committee on City Property be instructed to enquire and report on the expediency of causing

the Council Chambers to be ventilated on the plan of Professor Espy, or otherwise.

Which was twice read, and passed.

So Common Council concurred.

Adjourned.

THURSDAY, November 6th, 1845.

Council met—Present

Messrs. Agnew,
Amos,
Binney,
Corbit,
Davis,
Fisher,
Lewis,
Miller,

Messrs. Mentz,
Norris, C.
Orne,
Paul,
Poulson,
Souder,
Snowden,
Towne,

Norris, Pres't.

The President

Laid before Council a communication from Richard Vaux, Esq., Recorder of the City, relative to the insufficiency of the rooms now occupied as the Recorder's office, and asking that suitable accommodations be provided by the City.

Which was read, and referred to the Committee on Police.

Also,

A communication from James Buist, House Carpenter and Builder, asking to be released from a penalty incurred by the violation of one of the City regulations, relative to building.

Which was read, and referred to the Committee on Public Highways.

Mr. Paul

Presented a petition, numerously signed, complaining of the practice of hawking meat through the western part of the City, and asking Council to pass an Ordinance to prevent the same.

Which was read, and referred to the Committee on City Property.

Mr. Corbit

Presented a communication from Evans & Watson, Fire Proof Chest Manufacturers, asking permission to use a vacant lot belonging to the City, for the purpose of testing one of their chests some day next week.

Which was read, and referred to the Committee on Police, with power to act.

Mr. Corbit

Presented three petitions, numerously signed, by residents and persons engaged in business west of Broad street, and on the Schuylkill front of the City, asking Councils to authorize the construction of a Railroad, from the Columbia Railroad near Fairmount along the western front of the City, and suggesting the propriety of the City subscribing for a portion of the stock.

Which were read, and referred to the Committee on Public Highways.

Mr. Corbit

Presented a communication from residents of Ninth street, near Race, complaining of a vacant lot opposite as a nuisance, and requesting that the owner be compelled to enclose it.

Which was read, and referred to the Committee on Cleansing.

Mr. Poulson offered the following:

Resolved, That the Committee on the Library be, and it is hereby authorized to present a copy of the printed Journals of Councils, and of the City Laws and Ordinances, to the Historical Society of Pennsylvania.

Which was read twice, and passed.

Select Council concurred.

A message from Select Council informed,

That they had concurred in the resolution from this Council (passed October 23,) relative to the Fire Department, with an amendment, strike out the word "Police" in the last line, and insert in place thereof the words "Legacies and Trusts."

Which was read.

Mr. Corbit

Made a motion, that this Council do concur in the amendment.

Which was agreed to.

So Common Council concurred.

Another message informed,

That Select Council had passed the following:

Whereas, The consumption of bituminous coal in the manufacture of gas at the Philadelphia Gas Works is at present not less than seven thousand tons annually, which has been chiefly supplied heretofore from Virginia and Nova Scotia. And whereas, coal of an equal quality, if not superior, for the manufacture of gas, can be obtained in the western part of the State of Pennsylvania, and the whole of this large and increasing tonnage thrown upon our main line of improvements, and the State derive a considerable revenue—provided a small reduction is made upon the tolls and State charges by the Canal Commissioners, therefore

Resolved, That the Trustees of the Philadelphia Gas Works be requested to confer with the Canal Commissioners, and if practicable, to obtain such a reduction on the tolls and State charges on bituminous coal, as will justify them in getting their supply of coal from our own State.

Resolved, That a copy of the preamble and foregoing resolution be transmitted to the Canal Commissioners, and the Governor of the State.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

The first resolution was agreed to.

The second resolution was agreed to.

The preamble was agreed to.

So Common Council concurred.

Adjourned.

FRIDAY, November 14th, 1845.

11 o'clock, A. M.

Council met—Present

Messrs. Amos,
Binney,
Campbell,
Fisher,
Lewis,
Norris, C.,
Orne,

Messrs. Paul,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

A message from Select Council informed,

That they were ready to meet Common Council in their Chamber, for the purpose of proceeding in a body to pay their respects to the Governor of the Commonwealth.

Mr. Souder moved,

That Select Council be informed that this Council is ready to receive them in their Chamber.

Which was agreed to.

Another message informed,

That Select Council had passed the following:

Resolved, That the Committee on City Property be instructed to tender to his Excellency, Francis R. Shunk, Governor of the Commonwealth, the use of Independence Hall, for the purpose of receiving his friends, at such time as shall suit his convenience.

Which was twice read, and passed.

So Common Council concurred.

After a short time, the President, Clerk and Members of the Select Council, entered.

Councils being assembled in Convention, a Committee from Select Council introduced the Mayor and Recorder; and the Select and Common Councils, accompanied by them, proceeded to pay their respects to the Governor of the Commonwealth.

After which Councils returned to their respective Chambers, and

Adjourned.

THURSDAY, November 20th, 1845.

Council met—Present,

Messrs. Agnew,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Percival,
Poulson,
Souder,
Snowden,
Wilcox,
Norris, Pres't.

The President

Laid before Council a communication from the Board of Commissioners of the District of Spring Garden, informing Councils that their Resolutions and communications respecting the Schuylkill Water had been received and referred to the Watering Committee.

Which was read, and laid on the table.

Also,

A petition from the occupants of stalls in the Western Market House in High street, asking that curtains may be placed behind the stalls in the said Market House.

Which was read, and referred to the Committee on City Property.

Mr. Corbit

Presented a petition from citizens asking Councils to take immediate measures to have one or more squares of hammered cubical stone blocks laid every year.

Which was read, and referred to the Committee on Public Highways.

Mr. Wilcox,

From the Committee on Finance, made a report (*Appendix No. 3*.) with a resolution annexed, to wit:

Resolved, That the Mayor be authorized and directed, on behalf of the Mayor, Aldermen and Citizens of Philadelphia, to release from the lien of a judgment entered in the District Court for the City and County of Philadelphia, on the eighth day of September, 1845, to Sept. Term, 1845, No. 26, in which the Mayor, Aldermen and Citizens of Philadelphia are plaintiffs, and Samuel T. James, Henry E. Wallace and William Spink are defendants, all those certain three three-story brick houses and lots of ground situate on the west side of Delaware Sixth street, at the distance of thirty-eight feet eight inches northward from the north side of Parrish street, in the District of Spring Garden, in the County of Philadelphia, containing in front or breadth on said Sixth street forty-four feet, and extending in depth westward between parallel lines at right angles with said Sixth street ninety feet to a three feet wide alley leading into Parrish street. Being part of three certain lots of ground which Mahlon Hutchinson by three several indentures dated respectively the first day of April, 1844, and twenty-second day of August, 1844, granted unto Henry E. Wallace in fee, the property of Henry E. Wallace, one of said defendants: *Provided*, the other defendants in said judgment consent thereto.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Corbit,

From the Committee on Public Highways, presented a report (*Appendix No. 4*.) accompanied by a bill, entitled "An Ordinance to prohibit the construction of certain wharves and buildings therein described, in or over the River Delaware, in front of the City of Philadelphia, and to prohibit obstructions to the eastward of Delaware Avenue."

Which was read.

And on motion of Mr. Corbit,

The further consideration thereof was postponed, and the bill ordered to be printed for the use of Councils.

Mr. Wilcox,

From the Committee on Finance, made a further Report (*Appendix No. 5*), with the following resolution annexed, to wit :

Resolved, That the Mayor be authorized and directed, on behalf of the Mayor, Aldermen and Citizens of Philadelphia, to release from the lien of a judgment entered by the Mayor, Aldermen and Citizens of Philadelphia, against John Yard, Jr., Aaron H. Burtis, and Joseph B. Willits, in the District Court for the City and County of Philadelphia, to June Term, 1845, No. 25, the following described property, belonging to the said Aaron H. Burtis, viz. : A certain lot or piece of ground, situate on the south side of Wharton street, at the distance of two hundred and forty-eight feet nine inches westward from the west side of Delaware Fourth street, in the District of Southwark and County of Philadelphia, containing in front on said Wharton street, sixteen feet seven inches, and extending in length or depth southward to Johnson's lane : *Provided*, That the other defendants in said judgment consent thereto.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Wilcox

Presented a remonstrance of citizens complaining of the manner in which public streets are occupied by building materials, and asking that the evil may be remedied.

Which was read, and referred to the Committee on Police.

On motion,

Council proceeded to the election of three Managers of the Wills Hospital.

Messrs. Paul and Corbit were appointed tellers, who, having collected and counted the votes, reported eighteen votes received, of which

Charles Ellis had	-	-	18
Benneville Browne	"		18
Robert Toland	"		18

Whereupon, Charles Ellis, Benneville Browne, and Robert Toland, were declared to be duly elected Managers of the Wills Hospital, to serve for three years.

A message from Select Council

Informed that they had elected Messrs. George M. Coates, Dillwyn Parrish, and John Thomason, Managers of the Wills Hospital, to serve for the ensuing three years.

Also, that Select Council had received a report from the Committee on Cleansing, which is transmitted for information.

Which was read, and laid on the table.

Another message

Informed that Select Council had passed the following, to wit :

Resolved, That the Mayor be requested to prepare and submit to Councils as early as practicable, a plan, if expedient or necessary in his opinion, for the reorganization of the City Police, which will embrace in its details the number of men to be employed, the duties which such a force should discharge, and the compensation to be allowed for their services, in order that the whole subject of organizing and maintaining an effective Police Establishment, may be presented in such form as to enable Councils to provide such an establishment, if the same can be effected with a due regard to the general interest of the City.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

So Common Council concurred.

Adjourned.

THURSDAY, December 4th, 1845.

Council met—Present,

Messrs. Agnew,
Binney,
Corbit,
Davis,
Fisher,
Lewis,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Souder,
Snowden,
Towne,
Norris, Pres't.

The President

Laid before Council a communication from Robert H. Smith, the City Clerk, with a subjoined list exhibiting the number, description and situation of new buildings for which permits have been issued by the City Commissioners during the year 1845.

Which was read, and laid on the table.

Also,

A communication from C. A. Poulson, Jr., Librarian of the Historical Society of Pennsylvania, acknowledging the receipt of a copy of the Journals of Councils and City Laws and Ordinances, presented to them by order of Councils, and returning thanks for the same in behalf of the Society.

Which was read, and laid on the table.

Mr. Corbit

Presented three petitions from residents and persons engaged in business on the Schuylkill front of the city, asking Councils to authorize the construction of a Railroad from the Columbia Railroad, near Fairmount, along the western front of the city, and suggesting the propriety of the City subscribing for a portion of the stock.

Which was read, and referred to the Committee on Public Highways.

Mr. Corbit,

From the Committee on Public Highways, made report

(*Appendix No. 6,*) with two resolutions and a Bill annexed, to wit :

Resolved, That the City Treasurer be authorized to subscribe on behalf of this corporation for fifty shares of stock in the Schuylkill Railroad Company, when directed to do so by the Committee on Public Highways: *Provided*, that such direction shall not be given by said Committee, until the plan and location of said Railroad be submitted to and approved by Councils.

Resolved, That the City Commissioners, under the direction of the Committee on Public Highways, be authorized and directed to contract for a sufficient quantity of hammered cubical blocks of stone, to pave two squares during the ensuing season ; said stone to be laid in such streets as Councils may hereafter determine.

And a Bill, entitled “ An Ordinance relating to Water Street.”

Which was read.

On motion,

Council proceeded to the second reading and consideration of the first resolution annexed to the report.

When the same was agreed to.

On motion,

Council proceeded to the second reading and consideration of the second resolution annexed to the report.

When, on motion of Mr. Davis,

The further consideration thereof was postponed until next meeting.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report, entitled “ An Ordinance relating to Water street.”

The first section was agreed to.

The second section was agreed to.

The third section was agreed to.

The title was agreed to.

And the bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

Mr. Corbit

Offered the following :

Whereas, The commerce of the City of Philadelphia is exposed to great risk and loss in consequence of the dilapidated condition of the piers in the Delaware bay and river, and it is of the highest importance to the shipping interest, as well as the Government, that measures should be speedily taken for repairing these works, and constructing such others as may be necessary :—Therefore be it

Resolved, That the Presidents of Councils be requested to prepare and transmit to Congress a memorial, asking an appropriation for repairing the Piers in Delaware Bay and River, and constructing such other works therein, as may be necessary for the safe protection of shipping.

Which was read.

On motion,

Council proceeded to the second reading and consideration thereof.

When the same was agreed to.

Select Council concurred.

Mr. Lewis offered the following :

Resolved, That the Committee on City Property be authorized to tender the use of Independence Hall to the Judges of the Supreme Court of Pennsylvania, while sitting “in banc” in this city, until the first day of June next.

Which was twice read and passed.

Select Council concurred.

Adjourned.

SATURDAY, December 13th, 1845.

12 o'clock, M.

Council met.

A message from Select Council

Informed that they had passed the following :

Whereas, Councils have learned with regret of the death of Commodore JESSE DUNCAN ELLIOTT, of the United States Navy, and Commander of this naval station, distinguished for his skill and valour as a naval commander, and his patriotism as a citizen : Therefore,

Resolved, That Select and Common Councils will attend in a body the funeral of the late Commodore Elliott, and will wear the usual badge of mourning.

Resolved, That the Presidents of Councils be requested to convey to the family of the late Commodore Elliott, a copy of the foregoing preamble and resolution.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolutions.

When the same was agreed to.

So Common Council concurred.

On motion,

Select Council were informed that this Council was ready to receive them in their chamber in convention, for the purpose of attending in a body the funeral of the late Commodore Elliott.

After a short time, the President, Clerk, and members of Select Council entered ; and the Select and Common Councils proceeded in a body to attend the funeral.

After which they adjourned.

THURSDAY, December 18th, 1845.

Council met—Present,

Messrs. Agnew,

Amos,
Campbell,

Corbit,

Davis,

Fisher,

Lewis,

Miller,

Mentz,

Messrs. Norris, C.

Orne,

Paul,

Poulson,

Souder,

Snowden,

Towne,

Wilcox,

Norris, Pres't.

The President

Laid before Council a communication from the Hand-in-Hand Fire Company, nominating Engineers.

Which was read, and laid on the table.

Also,

A petition from William W. Hubbell, relative to the preparation of an Invisible Submarine Battery, and asking Councils to make an appropriation to construct the same.

Which was read, and laid on the table.

Mr. Campbell

Presented a communication from the Schuylkill Hose Company, nominating Engineers.

Which was read, and laid on the table.

Also,

One from the Fame Hose Company, nominating Engineers.

Which was read, and laid on the table.

Mr. Corbit,

A petition from persons engaged in business on Second street, between Market and Chestnut, asking that so much of the ordinance as authorizes said square to be occupied as a stand for market wagons, be suspended for one year.

Which was read, and referred to the Committee on Police.

Mr. Campbell

Presented a communication from David Davis, asking to have certain real estate released from lien held by the Corporation.

Which was read, and referred to the Committee on Legacies and Trusts.

Mr. Fisher,

A memorial from the America Hose Company, asking that the districting part of the ordinance regulating the Fire Department, passed January 4, 1844, be repealed.

Which was read, and referred to the Committee on Legacies and Trusts.

Mr. Snowden,

Three petitions, asking Councils to reconsider the resolution tendering the use of the Hall of Independence to the Supreme Court, for its session in banc, until the 1st of June next.

Which were read, and referred to the Committee on City Property.

Also,

Applications from Drs. A. S. McMurray and Samuel Wolff, asking to be re-elected Vaccine Physicians.

Which were read, and laid on the table.

Mr. Corbit,

An application from Dr. E. G. Smith to be appointed Vaccine Physician.

Which was read, and laid on the table.

Mr. Lewis,

One from Dr. T. S. Harper, asking to be re-elected Vaccine Physician.

Which was read, and laid on the table.

Mr. Poulson,

From the Committee on Police, made a report (*Appendix No. 7*.) relative to the occupancy of the streets by building materials, informing that ordinances now existed fully sufficient to abate the evil, and offering the following resolution, viz. :

Resolved, That the Committee be discharged from the further consideration of the subject.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Poulson,

From the same Committee, made a further report (*Appendix No. 8*.) adverse to the application of the Recorder to be furnished with an office by the City, with the following annexed :

Resolved, That the Committee be discharged from the further consideration of the subject.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Corbit,

From the Committee on Public Highways, made report (*Appendix No. 9*.) with the following annexed :

Resolved, That the Committee on Public Highways be authorized to make the following transfers in their appropriation for the present year, viz. :

From item "New Paving,"	-	\$ 400
From item "Repaving,"	-	1,100
And item "Repairs to Railroad,"		800

Making - - - - \$2,300

To item "Repairing Streets and Paving over Water Pipes."

And from item "Repairs to Culverts," \$500

To item "New Culverts."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

A message from Select Council

Informed that they had received a report from the Watering Committee, and had passed a resolution relative thereto, to wit :

Resolved, That the Watering Committee be, and they are hereby authorized and instructed to contract for three new wheels and pumps, and the necessary fixtures, to be placed at Fair Mount during the year 1846, the cost not to exceed \$15,000.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

So Common Council concurred.

Mr. Campbell

Offered the following :

Resolved, That the Mayor be authorized and directed, on behalf of the Mayor, Aldermen and Citizens of Philadelphia, to release from the lien of a judgment entered in the

District Court for the City and County of Philadelphia, on the 26th November, 1845, to September Term, 1845, No. 249, in which the Mayor, Aldermen and Citizens of Philadelphia are plaintiffs, and William H. Poineer, William Hutchinson and David Davis are defendants, the following described lot of ground owned by David Davis, one of the above named defendants: All that certain lot or piece of ground situate on the northwest corner of Walnut and Margaretta street, in the borough of West Philadelphia, commencing at the said northwest corner of Walnut and Margaretta street, thence running northward on the west side of Margaretta street one hundred and twenty feet to a twenty feet wide court, thence running westward on the south side of said twenty feet wide court sixty feet to a corner of ground conveyed or intended to be conveyed to Henry Ritter, thence southward along said ground and parallel with Margaretta street one hundred and twenty feet to Walnut street, thence eastward along the north side of Walnut street sixty feet to the place of beginning: *Provided* the other defendants in said judgment consent thereto.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

Select Council concurred.

Mr. Wilcox,

From the Committee on Finance, reported (*Appendix No. 10*) the following, viz.:

Resolved, That the Committee on Finance be, and they are hereby authorized to sell a certain yearly rent charge of two hundred and eighty dollars, owned by the Mayor, Aldermen and Citizens of Philadelphia, payable by Henry Bickley, his heirs and assigns, and issuing out of all that certain lot or piece of ground, with the buildings and improvements thereon erected, situate on the east side of Schuylkill Sixth street, at the distance of one hundred and thirty-six feet southward from the south side of High street, in the City of Philadelphia, containing in front or breadth on the said Schuylkill Sixth street forty feet, and

extending in length or depth eastward one hundred and ninety-eight feet. Bounded northward partly by a court sixteen feet wide, (left open by John Mullowney, extending one hundred and ninety-seven feet eastward from the said Schuylkill Sixth street, for the accommodation of the lot bounding thereon,) and partly by the strip of ground one foot in breadth, hereinafter described; eastward by ground late of Israel Israel, southward by a public alley or street twenty-five feet wide, called Baker street, and westward by Schuylkill Sixth street aforesaid: And also the said strip of ground above mentioned, of one foot in breadth east and west, by sixteen feet north and south, separating the rear end of the said sixteen feet wide court from the ground late of the said Israel Israel: And to cause the City seal to be affixed to the necessary deeds of conveyance or extinguishment to the purchaser thereof.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

Select Council concurred.

On motion of Mr. Corbit,

Council proceeded to the second reading and consideration of the resolution (postponed at last meeting) relative to paving two squares with cubical blocks of stone.

Which was agreed to.

And the resolution being under consideration—

Mr. Davis

Made a motion to amend the same, by striking out all after the word "Resolved," and insert the following in lieu thereof:

"That whenever hereafter any street or part of a street shall be ordered to be paved or repaved, it shall be lawful for the Committee on Public Highways to cause the same, or any part thereof, not less than one square, to be paved with tramways or with blocks of hammered stone: *Provided* any person or persons shall request the same to be

so paved, and shall, before the commencement of the work, pay into the City Treasury a sum of money equal to the sum which such pavement will cost beyond the cost of an ordinary pebble pavement.”

And on the question—Will Council agree so to amend?

The yeas and nays were required by Messrs. Davis and Corbit, and were as follows, to wit:

Yeas—Messrs. Agnew, Amos, Campbell, Davis, Fisher, Mentz, C. Norris, Wilcox, Norris, Pres’t.—9.

Nays—Messrs. Corbit, Lewis, Miller, Orne, Paul, Poulson, Souder, Snowden, Towne,—9.

So the question was determined in the negative.

The resolution being again under consideration,

Mr. Souder

Made a motion to amend the same, by striking out the word “two” where it occurs in the fourth line, and insert the word “one.”

Which was not agreed to.

The question recurring on the resolution as originally offered—

Mr. Corbit made a motion,

That the further consideration thereof be postponed for the present.

Which was agreed to.

Mr. Corbit

Moved that Council proceed to the second reading and consideration of the Bill entitled “An Ordinance to prohibit the construction of certain wharves and buildings therein described, in or over the River Delaware, in front of the City of Philadelphia, and to prohibit obstructions to the eastward of Delaware Avenue.”

The first section being under consideration—

Mr. Paul

Made a motion to amend the same, by striking out the word “continue,” in the third line, and insert the word

“rebuild.” Also, by adding to the section the following words: “Provided nothing herein contained shall be construed to affect the arrangements necessary for ferry purposes.”

Which was not agreed to.

The first section was agreed to.

The second section was agreed to.

The third section was agreed to.

The fourth section being under consideration—

Mr. Corbit

Made a motion to amend the same, by adding after the last word the following:

“Provided nevertheless, that as the commerce and trade of the city requires some means of protection to produce and merchandise during its transit to and from the wharf to the vessel in inclement weather,—therefore it shall be lawful for the Committee on Public Highways to grant permits for the placement upon the wharves of such temporary means of protection as in their opinion would effect the object herein expressed, and not be inconsistent with the spirit of the Will of Stephen Girard.”

Mr. Wilcox

Made a motion to amend the amendment, by adding after the word “protection” the following: “to exist only during the inclemency of the weather.”

Which was not agreed to.

The question being on the original amendment—

Mr. Corbit

Made a motion that the further consideration thereof be postponed for the present.

Which was agreed to.

A message from Select Council

Informed that they had passed the following, to wit:

Resolved, That all the Standing Committees of Councils be directed hereafter to invest all sums belonging to any

of the trust funds under their charge, requiring investment or reinvestment, in the City Loan, unless otherwise specially directed by Councils.

Which was twice read, and passed.

So Common Council concurred.

Another message

Informed that they had passed the following :

Resolved, That the Committee of Legacies and Trusts be, and they are hereby authorized to invest the funds of the Wills Hospital, to be paid off on the 1st of January next, in good and secure bonds and mortgages, drawing six per cent. per annum, if in their opinion it be expedient so to invest, and that they report the action thereon to Councils.

Which was twice read, and passed.

So Common Council concurred.

Another message

Informed that they had passed the following :

Resolved, That Councils, when they adjourn, will adjourn to meet on the second Thursday in January next, and that the next stated meeting of Councils be dispensed with.

Which was twice read, and passed.

So Common Council concurred.

Adjourned.

THURSDAY, January 8th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

The President

Laid before Council a communication from the President of the Board of Wardens, enclosing a resolution of the Board in favour of the passage of the ordinance now before Councils relative to the wharves, &c., without the amendment to the fourth section.

Which was read, and laid on the table.

Also,

A remonstrance against the passage of any ordinance to compel the removal of the sheds and other erections upon certain wharves on the Delaware river.

Mr. Souder, Mr. Towne, Mr. Corbit, Mr. Davis, Mr. Paul, and Mr. Wilcox,

Presented remonstrances of a similar tenor.

Which were read, and laid on the table.

Mr. Lewis

Presented a number of remonstrances of citizens, owners of property and storekeepers in Second street, between Market and Chestnut streets, against the suspension of the ordinance making the said square a stand for market wagons.

Mr. Corbit, Mr. Orne, Mr. Fisher,

Remonstrances of a similar tenor.

Which were read, and laid on the table.

Mr. Wilcox,

Presented a petition of citizens residing in Girard street, asking the same may be repaved.

Which was read, and referred to the Committee on Public Highways.

The President

Laid before Council the following communications, to wit :

One from Edward Olmsted, asking to be elected City Solicitor.

One from C. Stevenson, to be elected City Treasurer, and submitting the names of his proposed sureties.

One from Samuel Hains, to be re-elected Principal City Surveyor.

One from M. T. W. Chandler, to be elected Assistant City Surveyor.

One from T. K. Wallace and Lane Schofield to be elected City Commissioners.

One from R. H. Smith, to be elected City Clerk.

One from C. S. Smith, asking to be elected Treasurer of the Girard Estates, and submitting the names of his proposed sureties.

One from Isaac Myer, asking to be elected Agent of the Girard Estates.

Also,

Communications from Doctors Lawrence Turnbull, Francis Sims, and E. R. Mayer, asking to be elected Vaccine Physicians.

Which were severally read, and laid on the table.

Mr. Orne

Presented a communication from Richard R. Seldener, M. D., asking to be elected Vaccine Physician.

Mr. Fisher,

One from Jacob Bowman, M. D., asking to be elected Vaccine Physician.

Which were read, and laid on the table.

Mr. Souder

Presented two remonstrances, signed by farmers and citizens, against the removal of the market wagons from Second street between Market and Chestnut streets.

Which were read, and laid on the table.

The President

Laid before Council communications from the following Fire Companies, nominating Engineers, to wit :

The Phoenix Hose Company, nominating Wm. Rowland, Jr., and Edward J. Reed.

The Washington Fire Company, nominating Thomas S. Butler and James R. White.

The Columbia Fire Company, nominating William Beck and Robert F. Morrell.

The Robert Morris Hose Company, nominating C. W. Debeust and Benjamin Ferrell.

The Resolution Hose Company, nominating William W. Mason and George K. Fitzgerald.

The America Hose Company, nominating W. S. Winship and J. W. Martein.

The Washington Hose Company, nominating Wm. G. Probasco and Jeremiah Murry.

The Southwark Hose Company, nominating Jacob Amos, Jr., and S. Griffith.

The Perseverance Hose Company, nominating Peter Fritz and James P. Wilkinson.

Which were severally read, and laid on the table.

Mr. Agnew

Presented a communication from the Philadelphia Fire Company, nominating John G. Craig and John H. Leighton as Engineers.

Mr. Souder,

One from the Delaware Fire Company, nominating Robert E. Nuttle and Robert P. James.

Also,

One from the Diligent Fire Engine, nominating Isaac Covert and William L. Grubb.

Mr. Mentz,

One from the Diligent Hose Company, nominating Joshua M. Point and John Kensil.

Mr. Campbell,

One from the Reliance Engine Company, nominating Elias Reed and Edward Roberts.

One from the Harmony Fire Company, nominating Mahlon H. Dickinson and Elias Stratton.

One from the Philadelphia Hose Company, nominating Geo. W. Briggs and M. B. Dunning.

Which were severally read, and laid on the table.

Mr. Corbit,

From the Committee on Public Highways, made report (*Appendix No. 11*), with an estimate of the amount required for the service of this department for the year 1846.

Which was read, and referred to the Committee on Finance.

Mr. Poulson,

From the Committee on Police, made report (*Appendix No. 12*) of amount necessary for the service of the year 1846.

Which was read, and referred to the Committee on Finance.

Mr. Poulson,

From the same Committee, made a further report (*Appendix No. 13*), with a Bill annexed, entitled "A Supplement to an Ordinance entitled 'An Ordinance relating to the High Street Market Place,' passed on the 29th of December, 1831, suspending the operation of a certain portion thereof for a limited time."

Also the following resolution :

Resolved, That the Committee on Police be discharged from the further consideration of this subject.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first section was agreed to.

The title was agreed to.

And the bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

Which was agreed to.

Select Council concurred.

Mr. Souder,

From the Committee on Legacies and Trusts, made report (*Appendix No. 14*), with an estimate of the amount necessary for the service of the Committee for the year 1846.

Which was read, and referred to the Committee on Finance.

Mr. Agnew,

Presented the report (*Appendix No. 15*) of the Build-

ing Committee of the Girard College, together with the report of the Architect.

Which was read, and 250 copies ordered to be printed under the direction of the Committee.

Mr. Paul

Presented the report (*Appendix No. 16*) of the Managers of the Wills Hospital.

Which was read, and ordered to be printed for the use of Councils.

Mr. Corbit

In his place, introduced a Bill (*Appendix No. 17*) entitled "An Ordinance relating to Water street."

Which was read.

On motion,

Council proceeded to the second reading and consideration thereof.

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

A message from Select Council

Informed that they had received a report from the Committee on City Property, to whom was referred the remonstrances against the use of the Hall of Independence by the Supreme Court in banc, with the following resolution annexed:

Resolved, That the Committee be discharged from the further consideration of the subject.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

So Common Council concurred.

Another message

Informed that Select Council had received from the same Committee, a further report, with a Bill annexed, entitled "An Ordinance making a temporary Appropriation for the use of the Committee on City Property."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

So Common Council concurred.

Another message

Informed that Select Council had passed the following, to wit :

Resolved, That the Board of Commissioners of the Girard Estates be authorized to sell, on such terms and in such a manner as they shall deem fit, the whole or any portion of the land in Kentucky devised by Mr. Girard to the City of Philadelphia in trust, to sell the same whenever deemed expedient: and to this end the said Board are authorized to appoint an agent, and to cause the City seal to be affixed to the necessary letters of attorney, authorizing such agent to sell said lands, and to make all necessary conveyances and assurances to the purchasers thereof, in the name and behalf of the Mayor, Aldermen and Citizens of Philadelphia, and generally to do and perform such matters and things in the premises as may be necessary.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

So Common Council concurred.

Another message

Informed that Select Council had passed the following, to wit :

Resolved, That the Presidents of Councils be requested to transmit to the Legislature of this Commonwealth, in conformity with the will of Stephen Girard, copies of the annual report of the Commissioners of the Girard Estates for the year 1845.

Which was read.

On motion,

Council proceeded to the second reading and consideration thereof.

And being under consideration—

Mr. Davis

Made a motion to amend the same, by adding thereto the following, viz. : “and also copies of the Reports of the Building Committee and of the Architect of Girard College.”

Which was agreed to.

The resolution as amended was agreed to.

Another message

Informed that Select Council had passed a Bill entitled “An Ordinance making Appropriations from the Income of the Girard Estate for the year 1846, and for other purposes.”

Which was read.

On motion,

Council proceeded to the second reading and consideration thereof.

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

So Common Council concurred.

On motion, it was

Ordered, That the Select Council be informed that Common Council is ready to receive them in their chamber, for the purpose of electing in convention a City Treasurer—a City Solicitor—two City Commissioners—a City Clerk—a Principal and Assistant City Surveyor—eight Vaccine Physicians—a Treasurer of the Girard Fund—and an Agent of the Girard Estates.

The President

Presented a communication from Thomas Sparks, President of the Board of Trustees of the City Ice Boat, enclosing the resignation of Allen R. Reeves, Esq., as a member of the Board.

Which was read, and laid on the table.

A message from Select Council

Informed that they were ready to meet Common Council in convention, for the purpose of proceeding to the election of a City Solicitor—a City Treasurer—two City Commissioners—a City Clerk—a Principal and Assistant City Surveyor and Regulator—a Treasurer of the Girard Fund—an Agent of the Girard Estates—eight Vaccine Physicians.

Which was read, and laid on the table.

After a short time, the President, Clerk, and members of the Select Council entered.

Councils being assembled in convention,

The President announced the object thereof.

And it was

Ordered, That the convention do proceed to the election of a City Solicitor.

When, of the Select Council,

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for EDWARD OLMSTED.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Snowden, Souder, Towne, Wilcox, Norris, Pres't. (19) voted for EDWARD OLMSTED.

Whereupon, Edward Olmsted, having received 31 votes, was declared to be elected City Solicitor for the ensuing year.

And it was

Ordered, That the convention do proceed to the election of a City Treasurer.

When, of the Select Council,

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for CORNELIUS STEVENSON.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Snowden, Souder, Towne, Wilcox, Norris, Pres't. (19) voted for CORNELIUS STEVENSON.

Whereupon, Cornelius Stevenson, having received 31 votes, was declared to be elected City Treasurer for the ensuing year.

And it was

Ordered, That the convention do proceed to the election of a Treasurer of the Girard Fund.

When, of the Select Council,

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Mor-

ris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for CHARLES S. SMITH.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Snowden, Souder, Towne, Wilcox, Norris, Pres't. (19) voted for CHARLES S. SMITH.

Whereupon, Charles S. Smith, having received 31 votes, was declared to be elected Treasurer of the Girard Fund for the ensuing year.

And it was

Ordered, That the convention do proceed to the election of an Agent of the Girard Estates.

When, of the Select Council,

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for ISAAC MYER.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Snowden, Souder, Towne, Wilcox, Norris, Pres't. (19) voted for ISAAC MYER.

Whereupon, Isaac Myer, having received 31 votes, was declared to be elected Agent of the Girard Estates for the ensuing year.

And it was

Ordered, That the convention do proceed to the election of a Principal and Assistant City Surveyor and Regulator.

When, of the Select Council,

Messrs. Boswell, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (11) voted for SAMUEL HAINS as Principal, and MARINE T. W. CHANDLER as Assistant Surveyor and Regulator.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis,

Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Snowden, Souder, Towne, Wilcox, Norris, Pres't. (19) voted for SAMUEL HAINS as Principal, and MARINE T. W. CHANDLER as Assistant Surveyor and Regulator.

Whereupon, Samuel Hains and Marine T. W. Chandler, each having received 30 votes, the first was declared to be elected Principal City Surveyor, and the second, Assistant City Surveyor, for the ensuing year.

And it was

Ordered, That the convention do proceed to the election of a City Clerk.

When, of the Select Council,

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for ROBERT H. SMITH.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Snowden, Souder, Towne, Wilcox, Norris, Pres't. (19) voted for Robert H. Smith.

Whereupon, Robert H. Smith, having received 31 votes, was declared to be duly elected City Clerk for the ensuing year.

And it was

Ordered, That the convention do proceed to the election of two City Commissioners.

When, of the Select Council,

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for T. K. WALLACE and LANE SCHOFIELD.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Snowden, Souder, Towne, Wilcox, Norris, Pres't. (19) voted for T. K. WALLACE and LANE SCHOFIELD.

Whereupon, Thos. K. Wallace and Lane Schofield, each

having received 31 votes, were declared to be duly elected City Commissioners for the ensuing year.

And it was

Ordered, That the convention do proceed to the election of eight Vaccine Physicians.

When, of the Select Council,

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for Dr. Gauntt.

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (12) voted for Dr. Mayer.

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Wetherill, Meredith, Pres't. (11) voted for Dr. McMurray.

Messrs. Boswell, Elliott, Lewis, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (9) voted for Dr. Sims.

Messrs. Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't. (11) voted for Dr. Harper.

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Toland, Trucks, Wetherill, (10) voted for Dr. Wolff.

Messrs. Boswell, Chandler, Gilpin, Morris, Rockhill, Toland, Wetherill, Meredith, Pres't. (8) voted for Dr. Turnbull.

Messrs. Boswell, Chandler, Elliott, Gilpin, Lewis, Morris, Roberts, Rockhill, Toland, Trucks, (10) voted for Dr. Smith.

Messrs. Chandler, Elliott, Gilpin, Morris, Roberts, Trucks, Wetherill, Meredith, Pres't. (8) voted for Dr. Elkinton.

Messrs. Boswell, Lewis, Rockhill, Trucks, (4) voted for Dr. Seldener.

Mr. Meredith, Pres't. (1) voted for Dr. Stokes.

Of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson,

Snowden, Towne, Wilcox, Norris, Pres't. (17) voted for Dr. McMurray.

Messrs. Agnew, Amos, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Souder, Snowden, Towne, Wilcox, Norris, Pres't. (17) voted for Dr. Gauntt.

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Snowden, Towne, Wilcox, Norris, Pres't. (18) voted for Dr. Sims.

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Lewis, Miller, Mentz, Orne, Paul, Poulson, Souder, Snowden, Wilcox, Norris, Pres't. (16) voted for Dr. Mayer.

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Mentz, Orne, Paul, Poulson, Souder, Snowden, Towne, Wilcox, Norris, Pres't. (16) voted for Dr. Turnbull.

Messrs. Agnew, Amos, Binney, Campbell, Fisher, Lewis, Miller, C. Norris, Paul, Poulson, Souder, Towne, Wilcox, Norris, Pres't. (14) voted for Dr. Harper.

Messrs. Agnew, Amos, Campbell, Davis, Mentz, C. Morris, Orne, Paul, Poulson, Souder, Snowden, Towne, Wilcox, Norris, Pres't. (14) voted for Dr. Wolff.

Messrs. Agnew, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Souder, Towne, (13) voted for Dr. Seldener.

Messrs. Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Poulson, Souder, Snowden, Wilcox, (13) voted for Dr. Elkinton.

Messrs. Amos, Binney, Corbit, Fisher, Lewis, Miller, C. Norris, Orne, Souder, Snowden, Towne, Norris, Pres't. (12) voted for Dr. Smith.

Mr. Binney (1) voted for Dr. Stokes.

Mr. Corbit (1) voted for Dr. Bowinan.

So that,	Dr. Ch. S. Gauntt,	had 29 votes,
	Dr. E. R. Mayer,	" 28 "
	Dr. A. S. McMurray,	" 28 "
	Dr. Francis Simms,	" 27 "
	Dr. Thos. J. Harper,	" 25 "
	Dr. Samuel Wolff,	" 24 "
	Dr. L. Turnbull,	" 24 "

Dr. E. G. Smith,	had 22 votes,
Dr. J. A. Elkinton,	“ 21 “
Dr. Rich'd. R. Seldener,	“ 17 “
T. J. P. Stokes,	“ 2 “
Dr. Jacob Bowman,	“ 1 “

Whereupon, Doctors Gauntt, Mayer, McMurray, Sims, Harper, Wolff, Turnbull, and Smith, having received a majority of the whole number of votes, were declared to be elected Vaccine Physicians of the City for the ensuing year.

The convention was then dissolved, and the Select Council retired.

Mr. Davis

Moved that Council do proceed to the election of a Trustee of the City Ice Boat, in the place of, and for the unexpired time of Allen R. Reeves, resigned.

Which was agreed to.

The President appointed Messrs. Davis and Lewis tellers; who reported nineteen votes had been received, all of which were for J. R. PENROSE.

Whereupon John R. Penrose was declared to be unanimously elected a member of the Board of Trustees of the City Ice Boat, in the place and for the unexpired term of Allen R. Reeves, resigned.

A message from Select Council

Informed that they non-concurred in the amendment to the resolution to transmit the report of the Commissioners of the Girard Estates.

Which was read.

Mr. Davis

Moved that Council recede from the amendment.

Which was agreed to.

The resolution was passed.

On motion of Mr. Corbit,

Council proceeded to the second reading and consideration of the amendment to the fourth section of the Bill

entitled "An Ordinance to prohibit the construction of certain Wharves and Buildings therein described, in or over the River Delaware, in front of the City of Philadelphia, and to prohibit obstructions to the eastward of Delaware Avenue."

Which being under consideration—

Mr. Corbit

Moved to amend the same, by adding the following :

"Provided further, that this Ordinance shall not go into effect until the first day of July, 1846."

Which was agreed to.

The question being on agreeing to the amendment as amended—

The yeas and nays were demanded by Messrs. Corbit and Paul, and were as follows :

Yeas—Messrs. Agnew, Binney, Corbit, Davis, Orne, Paul, Poulson, Souder, Towne, Norris, Pres't.—10.

Nays—Messrs. Amos, Campbell, Fisher, Lewis, Miller, Mentz, C. Norris, Snowden, Wilcox—9.

So the question was decided in the affirmative.

The fourth section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Mr. Campbell

Offered the following :

Resolved, That the Clerk of Council be directed to have the names of the Engineers nominated by the several Fire and Hose Companies printed for the use of Councils.

Which was twice read, and passed.

Adjourned.

THURSDAY, January 15th, 1846.

Council met—Present,

Messrs. Amos,

Binney,

Campbell,

Davis,

Fisher,

Lewis,

Miller,

Mentz,

Messrs. Norris, C.

Paul,

Poulson,

Souder,

Snowden,

Towne,

Wilcox,

Norris, Pres't.

Mr. Poulson

Presented a petition in favour of having the hour called by the watchmen.

Which was read, and referred to the Committee on Police.

Mr. Campbell,

From the Committee on Legacies and Trusts, made report (*Appendix No. 18,*) with the following resolution annexed, to wit :

Resolved, That the Mayor be authorized and directed, on behalf of the Mayor, Aldermen and Citizens of Philadelphia, to release from the lien of a judgment entered in the District Court for the City and County of Philadelphia, on the 26th day of November, 1845, to September Term, 1845, No. 249, in which the Mayor, Aldermen and Citizens of Philadelphia are plaintiffs, and William H. Poiner, William Hutchinson and David Davis are defendants, the following described lots of ground, with the buildings thereon erected, owned by David Davis, one of the said defendants : A certain lot or piece of ground, with a two-story stone building thereon erected, situate on the south side of Andrew street, at the distance of 251 and 1-10th feet westwardly from the intersection of said Andrew street and Woodland street, in the borough of West Philadelphia : containing in front on said Andrew street eighteen feet, and in length or depth on the east line eighty-eight feet,

and on the west line eighty-seven feet : Being the easternmost portion of the same lot which John H. McIlvaine and Sarah A. his wife, by indenture dated the 7th October, A. D. 1840, recorded in deed book G. S., No. 25, p. 482, &c., granted and conveyed unto the said David Davis, his heirs and assigns.

And a certain lot or piece of ground with the buildings thereon erected, situate on the north side of Woodland street, in the borough of West Philadelphia, containing in front on said Woodland street twenty feet, and in length or depth on the north-eastwardly side 87 feet 2 inches, to an angle thence running north-eastwardly 78 feet 3 inches to Andrew street, where it contains 18 feet westwardly to a lot of ground belonging to Hugh McIlvaine, Junior, thence running south-west by south 88 feet to an angle, thence running south-east by south 32 feet and 3-10ths of a foot to Woodland street aforesaid : Being the same premises which John W. Vogdes, by indenture dated the 16th of February, A. D. 1839, recorded in deed book G. S., No. 25, p. 484, &c., granted and conveyed unto David Davis, his heirs and assigns : *Provided*, the other defendants in said judgment consent thereto.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

Select Council concurred.

A message from Select Council

Informed that they had passed the following, to wit :

Resolved, That Daniel Smith, Jr., and William S. Smith, be, and they are hereby approved as the sureties of Charles S. Smith, Treasurer of the Girard Fund.

Which was twice read, and passed.

So Common Council concurred.

Mr. Wilcox

Offered the following :

Resolved, That Augustus C. Salaignac and George M.

Troutman be approved as the sureties of Cornelius Stevenson, City Treasurer.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

Select Council concurred.

Mr. Souder

Offered the following :

Resolved, That the Committee on City Property be authorized and instructed to have the dials of the clock in the steeple of the State House lighted nightly.

Which was read, and referred to the Committee on City Property.

Mr. Wilcox,

In his place, offered a Bill entitled "An Ordinance to supply Deficiencies in the Appropriations of the Year 1845."

Which was read.

On motion,

Council proceeded to the second reading and consideration thereof.

The first section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

A message from Select Council,

Informed that they had passed the following, to wit :

"An Ordinance making an Appropriation from the Income of the Girard Estates for the Year 1846."

Which was read.

On motion,

Council proceeded to the second reading and consideration thereof.

The first section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

So Common Council concurred.

Another message

Informed that Select Council had passed the following, to wit :

Resolved, That the Committee on Public Highways be directed, in case of any application to the Legislature for amending the charter of the Schuylkill Railroad Company, to report the same to Councils, and to take such steps in the mean time as will promote a location of the road the least prejudicial to the interests of the City.

Which was twice read, and passed.

So Common Council concurred.

On motion of Mr. Amos, it was

Ordered, That Select Council be informed that this Council is ready to receive them in their chamber, for the purpose of electing in convention Engineers of the Fire Department for the year 1846.

After a short time, the President, Clerk, and members of the Select Council entered.

Councils being assembled in convention,

The President announced the object thereof.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Hand-in-Hand Engine Company.

When of the Select and Common Councils, all the members present voted for

Charles M. Englehart,

Who was thereupon declared to be duly elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Hibernia Engine Company.

Whereupon, G. H. Holmes was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Philadelphia Engine Company.

Whereupon, J. G. Craig was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Harmony Engine Company.

Whereupon, M. H. Dickinson was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Columbia Engine Company.

Whereupon, William Beck was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Delaware Engine Company.

Whereupon, Robert E. Nuttle was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Washington Engine Company.

Whereupon, Thomas S. Butler was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Diligent Engine Company.

Whereupon, Isaac Covert was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Reliance Engine Company.

Whereupon, Elias Reed was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Phœnix Hose Company.

Whereupon, William Rowland, Jr., was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Fame Hose Company.

Whereupon, William Drysdale, Jr., was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the America Hose Company.

Whereupon, William S. Winship was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Philadelphia Hose Company.

Whereupon, G. W. Briggs was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Diligent Hose Company.

Whereupon, Joshua M. Point was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Robert Morris Hose Company.

Whereupon, C. W. Debeust was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Perseverance Hose Company.

Whereupon, Peter Fritz was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Schuylkill Hose Company.

Whereupon, Thomas R. Dearry was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Resolution Hose Company.

Whereupon, W. W. Mason was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Southwark Hose Company.

Whereupon, Jacob Amos, Jr., was unanimously elected.

And it was

Ordered, That the convention do proceed to the election of an Engineer of the Washington Hose Company.

Whereupon, William G. Probasco was unanimously elected.

The convention was then dissolved, and Select Council retired.

Mr. Lewis, on leave given,

Presented a petition asking to have a culvert made in Mulberry street between Third and Fourth street.

Which was read and referred to the Committee on Public Highways.

On motion of Mr. Paul,

Council proceeded to the second reading and consideration of the Bill annexed to the report of the Building Committee of Girard College, entitled, "An Ordinance making an Appropriation for the Construction of the Girard College for Orphans."

The first section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Adjourned.

THURSDAY, January 29th, 1846.

Council met—Present,

Messrs. Agnew,

Amos,

Binney,

Campbell,

Corbit,

Davis,

Fisher,

Lewis,

Miller,

Mentz,

Messrs. Norris, C.

Orne,

Paul,

Poulson,

Souder,

Snowden,

Towne,

Wilcox,

Norris, Pres't.

The President

Laid before Council a communication from the Mayor, enclosing a letter from Mr. Gevelot, the Sculptor, now in Paris, employed by the Corporation to make a statue of Stephen Girard, informing that the work is now completed, and asking an appropriation to enable him to bring it to this country.

Which was read, and referred to the Building Committee of Girard College.

Also,

A communication from Jacob G. Davies, Mayor of the City of Baltimore, presenting a copy of the Ordinances of that City.

Which was read, and referred to the Committee on the Library.

Also,

A communication from A. Traquair, President of the Board of City Commissioners, enclosing a copy of the Annual Rent Roll of the Corporation, (*Appendix, No. 20.*)

Which was read, and laid on the table.

Also,

A communication from A. Traquair, John Diehl, T. K. Wallace, Lane Schofield, and Robert H. Smith, asking an increase of their salaries.

Which was read, and referred to the Committee on Finance.

Also,

A communication from Philip M. Price, Secretary of a Committee of Conference of several of the Incorporated Districts of the County of Philadelphia, to consider the propriety of procuring an amendment to the law on the subject of the liens for taxes and other claims—asking the appointment of a Committee of the City Councils to unite in the conference.

Which was read, and referred to the Committee on Finance.

Also,

A communication from Wm. Drysdale, Jr., Secretary to the Board of Fire Engineers, asking that two fire-plugs be placed in each and every square along the wharves.

Which was read, and referred to the Watering Committee.

Also,

An Account of the Receipts and Payments at the City

Treasury, from January 1st, 1845, to December 31st, 1845, (*Appendix No. 21.*)

Which was read, and laid on the table.

Also,

The Annual Report of the City Commissioners for the year 1845, (*Appendix No. 22.*)

Which was read, and laid on the table.

Also,

The Eleventh Annual Report of the Trustees of the Philadelphia Gas Works.

Which was read, and laid on the table.

Mr. Poulson

Presented a memorial, asking that taxes may be levied on all kinds of property, so that the burden of taxation may fall more equally on all classes of citizens.

Mr. C. Norris, and Mr. Orne,

Memorials of similar tenor.

Which were read, and referred to the Committee on Finance.

Mr. Corbit

Presented a communication from Samuel Hains, Principal City Surveyor, asking an increase of salary.

Which was read, and referred to the Committee on Finance.

Mr. Campbell,

From the Committee on Legacies and Trusts, made report (*Appendix No. 23*) relative to that part of the late Mayor's communication relating to the Fire Department, referred to them on the 21st October last, with the following resolution annexed, viz. :

Resolved, That the Presidents of Councils be requested to memorialize the Legislature for the passage of an act which shall authorize the Select and Common Councils to

pass ordinances, to prohibit companies or individuals not authorized by ordinance of said Councils to take any apparatus to fires for the purpose of extinguishing the same. And that the Committee on Legacies and Trusts be directed to attend to prosecuting the same.

Which was twice read, and passed.

Select Council concurred.

Also,

A report (*Appendix No. 24*) from the same Committee, relative to the manner of distributing the wood to the poor, with the following resolution annexed, to wit :

Resolved, That the Committee on Legacies and Trusts be discharged from the further consideration of the communications from coloured citizens, referred them by the Select Council on the 18th December last.

Which was twice read, and passed.

Select Council concurred.

Also,

A further report (*Appendix No. 25*) from the same Committee, with the following annexed, viz. :

Resolved, That the Committee on Legacies and Trusts be discharged from the further consideration of the memorial of the America Hose Company, referred to them on the 18th December last.

Which was twice read, and passed.

Select Council concurred.

Also,

A report (*Appendix No. 26*) asking an appropriation of \$200 to the Committee on Legacies and Trusts, to defray the expenses of the Board of Engineers of the Fire Department.

Which was read, and referred to the Committee on Finance.

Mr. Corbit,

From the Committee on Public Highways, reported

(*Appendix No. 27*) a Bill, entitled "An Ordinance making a Temporary Appropriation to the Committee on Public Highways."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

Mr. Poulson,

From the Committee on Police, reported (*Appendix No. 28*), a Bill, entitled "An Ordinance making a Temporary Appropriation to the Committee on Police."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

A message from Select Council

Informed that they had received communications from S. Hains, and A. Traquair, and others, which they had referred to the Committee on Finance, with instructions to report on the subject of the salaries of all the officers of the Corporation.

Which was read.

Mr. Corbit moved,

That this Council do concur in the instructions.

Which was agreed to.

Another message

Informed that Select Council had concurred in Bill from this Council, entitled, "An Ordinance making an Appropriation for the Construction of the Girard College for Orphans."

Which was read, and laid on the table.

Another message

Informed that Select Council had passed the following, to wit :

WHEREAS, a bill is now before the Legislature of this State, granting the right of way to the Baltimore and Ohio Railroad Company, and whereas, it appears to be the desire and determination of the citizens of this State, to construct a Railroad from Harrisburg to Pittsburgh, and whereas, many and great advantages would result to this Commonwealth, and to its Line of Public Improvements, and also to this City, from the construction of the Pennsylvania Central Railroad, whilst the grant of the right of way to the Baltimore and Ohio Railroad Company, would divert the trade and travel both from the Canal and Railroads of the Commonwealth, and from this city, to the great injury of the interests of the State : Therefore,

Resolved, By the Select and Common Councils of Philadelphia, that the Legislature be respectfully and earnestly requested not to grant the right of way to the Baltimore and Ohio Railroad Company, and to pass a law for incorporating the Pennsylvania Central Railroad Company, on such just and liberal terms as will guard the interests of the Commonwealth in the Main Line of Public Works, and will afford sufficient inducement for the construction of the said road.

Resolved, That copies of the foregoing preamble and resolution be transmitted by the Presidents of the Select and Common Councils to the Speakers of the Senate and House of Representatives, with a request to lay the same before their respective Houses.

Which was twice read, and passed.

So Common Council concurred.

Mr. Souder

Made a motion, that Council do proceed to the election of two Trustees of the Philadelphia Gas Works, in the place of Samuel Norris and Frederick Fraley, whose term of service had expired.

Mr. Souder and Mr. Snowden were appointed tellers.

Who reported that nineteen votes had been received—of which

Samuel Norris	had	18
Frederick Fraley	"	19
Henry C. Corbit	"	1

Whereupon, Samuel Norris and Frederick Fraley were declared to be duly elected Trustees of the Philadelphia Gas Works, to serve for three years.

Mr. Corbit

Moved that Council proceed to the second reading and consideration of the resolution providing for paving two squares with hammered cubical blocks of stone.

Which was agreed to.

And being under consideration—

Mr. Corbit

Moved to amend the same, by striking out all after the word "pave," and inserting the following in lieu thereof: "one square, and of dressed flag stone, to lay a double track of tramways in one square during the ensuing season, said stone to be laid in such streets as Councils may hereafter determine."

Which was not agreed to.

The resolution as originally offered, being again under consideration—

Mr. Davis

Moved that it be indefinitely postponed.

The yeas and nays were called by Mr. Davis and Mr. Corbit, and were as follows:

Yeas—Messrs. Agnew, Amos, Binney, Campbell, Davis, Fisher, Mentz, C. Norris, Orne, Paul, Poulson, Wilcox, Norris, Pres't.—13.

Nays—Messrs. Corbit, Lewis, Miller, Souder, Snowden, Towne—6.

So the question was determined in the affirmative.

A message from Select Council

Informed that they had concurred in the Bill, entitled “An Ordinance to prohibit the Construction of certain Wharves and Buildings therein described, in or over the River Delaware in front of the City of Philadelphia, and to prohibit Obstructions to the eastward of Delaware Avenue,” with the following amendment:—Insert after the word “Girard” in the 18th line of the 4th section, the following words, to wit: “The plan having been first submitted to and approved by Councils.”

Which was read.

Mr. Lewis

Moved that this Council do non-concur in the amendment of Select Council.

Which was not agreed to.

Mr. Binney

Moved that this Council do concur in the amendment of Select Council.

The yeas and nays were called by Mr. Lewis and Mr. Miller, and were as follows:

Yeas—Messrs. Agnew, Binney, Davis, C. Norris, Orne, Paul, Poulson, Wilcox, Norris, Pres't.—9.

Nays—Messrs. Amos, Campbell, Fisher, Lewis, Miller, Mentz, Souder, Snowden—8.

So the question was determined in the affirmative.

A message from Select Council

Informed that they had elected John Trucks and Jacob E. Hagert, Trustees of the Philadelphia Gas Works for three years.

Adjourned.

THURSDAY, February 12th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,

Messrs. Mentz,
Norris, C.
Orne,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

Mr. Corbit

Presented a petition of citizens, asking that an ordinance may be passed to prohibit wheelbarrows and vehicles of every description from being used on the sidewalks.

Also,

One of similar tenor from the ladies, residents of the city.

Which were severally read, and referred to the Committee on Police.

Also,

A petition of owners and occupants of property, asking that the unpaved part of Baker street may be paved.

Which was read, and referred to the Committee on Public Highways.

Mr. Lewis,

A petition of residents in the neighbourhood of the New Market, asking that a competent person may be appointed to take charge of the clock at the end of the Market House.

Which was read, and referred to the Committee on City Property.

Mr. Agnew,

A petition of citizens asking that a lamp may be

placed on Schuylkill Eighth street, between Arch and Cherry streets.

Which was read, and referred to the Committee on Police.

Mr. Wilcox,

From the Committee on Finance, made a report, (*Appendix No. 29,*) with a Bill annexed, entitled "An Ordinance making Appropriations and for Raising Supplies for the Year 1846."

Which was read.

And on motion of Mr. Wilcox,

It was ordered that the report and Bill be printed for the use of Councils.

Also,

A further report, (*Appendix No. 30,*) from the same Committee, in answer to the petitions in favour of a change in the mode of assessing taxes, informing that the assessments for the present year are already made, and no action can be taken at this time, and offering the following resolution, viz.:

Resolved, That the Committee be discharged from the further consideration of the subject.

Which was twice read, and passed.

Mr. Snowden, on leave,

Presented a petition of owners and occupants of property, asking that Schuylkill Second street, between Locust and Spruce street, may be paved.

Which was read, and referred to the Committee on Public Highways.

Mr. Agnew,

From the Building Committee of Girard College, made report, (*Appendix No. 31,*) with the following resolutions annexed:

Resolved, That the Committee on Finance be authorized

to remit to Mr. Gevelot, as early as practicable, the sum of one thousand dollars, asked for by his letter.

Resolved, That this Committee be discharged from the further consideration of the subject.

Which were twice read, and passed.

Mr. Agnew,

From the same Committee, made report, (*Appendix No. 32.*) with the following annexed, viz.:

Resolved, That the Building Committee be authorized and directed, and they are hereby authorized and directed to cause the walls for enclosing the grounds of the Girard College, to be located thirty feet within the present line of the premises; the same being deemed essential to the protection of the institution, and necessary to the health and comfort of its inmates.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

And being under consideration—

Mr. Lewis

Made a motion that the report and resolution be laid upon the table until next meeting.

Which was agreed to.

Mr. Poulson,

In his place, offered the following :

Resolved, That the Committee on Police be instructed to take the necessary measures for having the church bells rung on the anniversary of the birth of Washington.

Which was twice read, and passed.

Mr. Souder

Offered the following :

Resolved, That the Committee on Police be instructed to

inquire into the expediency of enacting an ordinance for the prevention of the placing of signs upon the eaves of houses, as well as preventing the erection of obstructions across the side walks.

Which was twice read, and passed.

Select Council concurred.

Mr. Souder

Offered the following :

Resolved, That so much of the report of the Committee on Legacies and Trusts, made January 29th, Appendix No. 23, as relates to the bells upon the Station Houses, be referred to the Committee on Police.

Which was twice read, and passed.

A message from Select Council

Informed that they had concurred in the resolution from Common Council annexed to the report of the Committee on Finance, with an amendment, to wit : Strike out all after the word "Resolved," and insert the following, to wit : "That the Committee on Finance be requested to prepare by ordinance or otherwise, the assessment in 1847 for laying taxes in such manner that all the various kinds of property shall bear the burthen equally."

Which was read.

Mr. Corbit

Moved that this Council do concur in the amendment of Select Council.

Which was agreed to.

Another message

Informed that Select Council had concurred in the resolution relative to ringing the bells on Washington's Birth-day, with the following amendments, to wit : Strike out the words "Committee on Police," and insert in lieu thereof the words "Mayor of the city : " also, strike out the word "the" before "church bells," and insert in lieu thereof the word "Christ."

Which was read.

Mr. Binney

Moved that this Council do non-concur in the amendments of Select Council.

Which was agreed to.

So Common Council non-concurred.

Another message

Informed that Select Council had passed the following :

Resolved, That the Mayor of the City be requested to cause the Independence Bell to be rung on the anniversary of the birth of Washington.

Which was read twice, and passed.

So Common Council concurred.

Another message

Informed that Select Council had adhered to its amendments to the resolution relative to ringing the bells on Washington's Birth-day, and had appointed Messrs. Gilpin, Boswell and Trucks a Committee of Conference.

Which was read.

On motion,

Council concurred in the appointment of a Committee of Conference.

And the President appointed Messrs. Binney, Poulson and Lewis to be said committee on the part of Common Council.

Mr. Corbit

Offered the following :

Resolved, That the Committee on Finance be directed to inquire into the expediency of passing an ordinance providing for a subscription by the City of two millions of dollars to the stock of the proposed Company for constructing a Central Railroad from Harrisburg to Pittsburgh, when such Company shall be incorporated.

Which was read.

And, on motion of Mr. Corbit,

The further consideration thereof was postponed until next meeting.

Mr. Binney,

From the Committee of Conference, reported that they were unable to agree upon any amendment of the resolution, and asked to be discharged from the further consideration thereof.

Which was agreed to.

Adjourned.

THURSDAY, February 26th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

The President

Laid before Council a communication from F. Fraley, President of the Board of Trustees of the City Gas Works, accompanied with the basis of contract upon which the Trustees propose to contract with the Commissioners of the District of Spring Garden for supplying said District with Gas.

Which was read, and laid on the table.

Mr. Poulson,

From the Committee on Police, made report (*Appendix No. 33*) in favour of increasing the Fire Alarm Bells in the north-east and south-east and north-west sections of the city, to the same size as the bell in the south-west section, with a Bill annexed, entitled "An Ordinance making an Appropriation to the Committee on Police in relation to Fire Alarm Bells."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

Mr. Poulson

Made a further report (*Appendix No. 34*) from the same Committee, with a Bill annexed, entitled "An Ordinance for the Suppression of Nuisances in the City of Philadelphia."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first section being under consideration—

Mr. Poulson

Moved that the further consideration thereof be postponed, and that the Bill be printed for the use of Councils.

Which was agreed to.

Mr. Wilcox

Moved that Council do proceed to the second reading

and consideration of the Bill from the Committee on Finance, entitled "An Ordinance making Appropriations, and for Raising Supplies, for the Year 1846."

On motion of Mr. Corbit,

Council resolved itself into a Committee of the Whole, (Mr. Paul in the chair,) for the consideration thereof.

After some time the President resumed the chair, and the Chairman reported the Bill, with the following amendments to the first section, to wit:

In Appropriation No. 4, to the Committee on Public Highways, after the words "Repairs and labour on City Railroad," strike out "2,500," and insert "3,500;" and after the word "Miscellaneous," strike out "2,000," and insert "3,000."

And in Appropriation No. 6, to the Committee on City Property, after the words "Permanent Bridge," strike out "\$1,270," and insert "3,270."

On motion,

Council proceeded to the second reading and consideration thereof.

The first section was agreed to.

The second section was agreed to.

The third section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

A message from Select Council

Informed that they were ready to meet Common Council in convention, for the purpose of electing six Members of the Board of Health.

Which was read.

And on motion, it was

Ordered, That Select Council be informed that this Council is ready to receive them in their chamber.

After a short time, the President, Clerk, and members of the Select Council entered.

Councils being assembled in Convention—

The President announced the object thereof.

And it was

Ordered, That the Convention do proceed to the election of six Members of the Board of Health.

Messrs. Elliott and Snowden were appointed Tellers.

Who reported that twenty-seven votes had been received—of which

John Lindsay	had	27 votes.
J. A. Elkinton	“	27 “
J. M. Thomas	“	26 “
Charles Gilpin	“	23 “
Samuel W. Weer	“	21 “
Robert Donnell	“	21 “
J. S. Lewis	“	7 “
J. R. Paul	“	6 “
W. E. Whelan	“	1 vote.

Whereupon, John Lindsay, J. A. Elkinton, J. M. Thomas, Charles Gilpin, Samuel W. Weer, and Robert Donnell, were declared to be duly elected Members of the Board of Health for the ensuing year.

The Convention was then dissolved, and Select Council retired.

A message from Select Council

Informed that they had passed the following, to wit :

Resolved, That the Committee on City Property be, and they are hereby authorized and directed to advertise for proposals for the purchase of certain real estate belonging to the City, situated in the Borough of West Philadelphia,

and that they report to the Select and Common Councils any offer or offers that may be received for the same.

Which was twice read, and passed.

So Common Council concurred.

Mr. Poulson,

From the Police Committee, made report (*Appendix No. 35,*) with the following resolution annexed, to wit :

Resolved, That the City Treasurer be, and he is hereby authorized to receive from General Cadwalader the amount of money in his hands, appropriated by Councils under the second section of the Ordinance entitled "An Ordinance to Provide for the Preservation of the Peace of the City," passed on the 11th day of July, 1844, to Company E., 1st Artillery, "Cadwalader Grays," Capt. R. K. Scott, and not accepted by said company.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

A message from Select Council

Informed that they had concurred in the resolution from Common Council, annexed to the Report of the Building Committee, relative to the remittance to Mr. Gevelot.

Which was read, and laid on the table.

Adjourned.

THURSDAY, March 12th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Poulson,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

Mr. Corbit

Presented a remonstrance of residents and property holders on Broad street, asking Councils not to grant permits for turn-outs from the Railroad in Broad street between Lombard and Pine streets.

Which was read, and referred to the Committee on Public Highways.

Mr. Agnew,

A memorial of citizen bakers, asking that no ordinance shall be passed by Councils prohibiting the use of wheelbarrows and other vehicles on the sidewalks, without an exception as to bread-carts until 9 o'clock in the morning.

Also,

One of similar tenor, from bakers who bake no bread on Sundays, extending the exception, also, Saturday afternoons.

Which were read, and referred to the Committee on Police.

Mr. Poulson,

From the Committee on Police, made report, (*Appendix No. 36,*) with a Bill annexed, entitled "An Ordinance

making an Appropriation for Lighting Delaware Avenue with Gas."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the Report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

Mr. Corbit,

From the Committee on Public Highways, made a report, (*Appendix No. 37*), relative to the Schuylkill Railroad Company, and recommending the passing of the Resolution authorizing a subscription of \$5,000 on behalf of the Corporation.

Which was read, and laid on the table.

On motion of Mr. Poulson,

Council proceeded to the second reading and consideration of the Bill entitled "An Ordinance for the Suppression of Nuisances in the City of Philadelphia."

The first section was agreed to.

The second section being under consideration—

Mr. Agnew

Moved to amend the same, by striking out the word "six" after the word "least," in the third line, and inserting in lieu thereof the word "seven."

Which was agreed to.

The second section as amended was agreed to.

The third section was agreed to.

The fourth section was agreed to.

The fifth section was agreed to.

The sixth section being under consideration—

Mr. Binney

Moved to amend the same, by adding thereto the following, to wit: "Provided, that this Ordinance shall not go into effect until the first day of May next."

Which was agreed to.

The sixth section as amended was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

A message from Select Council

Informed that they had passed the following, to wit:

Resolved, That the Trustees of the Gas Works be authorized to make a contract, on the basis of the terms contained in the outline of a contract submitted by the Board of Trustees to Councils this evening, for supplying the District of Spring Garden with Gas, and that the Mayor be requested to sign the same, and affix the seal of the City thereto; and that said Board be further authorized to negotiate and conclude similar contracts with any incorporated District of the County, if applications should be made for that purpose.

Which was twice read, and passed.

So Common Council concurred.

Another message

Informed that Select Council had passed the following:

Resolved, That the Committee on City Property be directed to postpone any action on the subject of lining one of the arches of the Permanent Bridge with zinc, or any other metal, until they shall have reported a resolution to

Councils for that purpose, with such information as they may think proper to communicate.

Which was twice read, and passed.

So Common Council concurred.

Also,

That Select Council have concurred in the resolution of Common Council authorizing the City Treasurer to receive from General Cadwalader certain moneys in his hands, with an amendment, to wit :

Add to the end thereof the following words : “ And that the money be placed by the City Treasurer to the credit of the Finance Committee.”

Which was read.

And on motion of Mr. Poulson,

Common Council concurred in the amendment.

Another message

Informed that Select Council was ready to meet Common Council in convention, for the purpose of electing eighteen Directors of Public Schools of the First Section of the First School District.

Which was read, and laid on the table.

On motion, it was

Ordered, That Select Council be informed that this Council is ready to receive them in their chamber for that purpose.

After a short time, the President, Clerk and Members of the Select Council entered.

Councils being assembled in Convention, the President announced the object thereof.

And it was

Ordered, That the Convention do proceed to the election of eighteen Directors of the Public Schools.

Mr. Roberts, of the Select, and Mr. Lewis, of the Common Council, were appointed Tellers;—who reported that twenty-seven votes had been received, of which

Stephen Byerly	had	27
Edward C. Markley	"	27
Isaac Myer	"	27
William Fisher	"	27
Edward C. Biddle	"	27
Joseph Donath	"	27
Joseph Patterson	"	27
William D. Parrish	"	27
Charles Harbert	"	27
John Bohlen, Jr.	"	26
Arthur G. Coffin	"	26
Charles A. Repplier	"	26
James Engle Negus	"	26
Samuel C. Sheppard	"	25
Samuel Ashmead	"	25
William Ford	"	16
Thomas E. Crowell	"	16
Presley B. O'Neil	"	15
Charles Remington	"	14
Aaron H. Burtis	"	13
Daniel E. Lockwood	"	12
John Thompson	"	2

Whereupon, Stephen Byerly, Edward C. Markley, Isaac Myer, William Fisher, Edward C. Biddle, Joseph Donath, Joseph Patterson, William D. Parrish, Charles Harbert, John Bohlen, Jr., Arthur G. Coffin, Charles A. Repplier, James Engle Negus, Samuel C. Sheppard, Samuel Ashmead, William Ford, Thomas E. Crowell, and Presley B. O'Neil, were declared to be duly elected the Directors of the Public Schools, to serve for three years from and after the last day of June next.

The Convention was then dissolved, and Select Council retired.

Mr. Corbit,

From the Committee on Public Highways, made a further report, (*Appendix No. 38*), with a Bill annexed, entitled "An Ordinance making an Appropriation to the

Committee on Public Highways for the purpose of Repairing the Pebble Pavement in Delaware Avenue.”

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Mr. Wilcox

Offered the following :

Resolved, That the Committee on Finance be directed to remit to London the interest due there on the Coupons, without the deduction of the State tax.

Which was read twice, and passed.

Adjourned.

THURSDAY, March 26th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

The President

Laid before Council a communication from the Commissioners of the District of Spring Garden, asking the City authorities to make some arrangement for the construction of a culvert along Schuylkill Fourth street and Vine.

Which was read, and referred to the Committee on Public Highways.

Also,

A communication from the High Constables of the City, asking that their salaries may be increased.

Which was read, and referred to the Committee on Finance.

Also,

A communication from C. G. Childs, Corresponding Secretary of the Statistical Society of Pennsylvania, informing of the organization of the society, for the purpose of collecting and preserving valuable statistical information, and requesting the assistance of City Councils in this purpose.

Which was read, and referred to the Library Committee.

Also,

Communications from Drs. Beaumont, Seldener, and

Lang, asking to be appointed Vaccine Physician in the place of Dr. Wolff, resigned.

Which were read, and laid on the table.

Mr. Wilcox,

A communication from Alfred M. Collins, asking Councils to appropriate a building or part of a building, free of charge, for the inspection of Pot and Pearl Ashes.

Which was read, and referred to the Committee on City Property.

Mr. Snowden :

Presented a petition of citizens residing in the neighbourhood of Sixth street between Spruce and South, asking that the said street may be repaved.

Which was read, and referred to the Committee on Public Highways.

Also,

A communication from Samuel Wolff, M. D., resigning his situation as Vaccine Physician.

Which was read.

And, on motion,

Ordered, That the resignation be accepted, to take effect from and after the first day of April next.

Mr. Corbit,

From the Committee on Public Highways, made a report (*Appendix No. 39*) in answer to the remonstrances of citizens opposed to the granting of turnouts from the Broad street Railroad, informing that by the resolutions of Councils passed the 10th April, 1845, the Committee are directed to grant such permits whenever applied for, without any discretion, and recommending to Councils the early consideration of the subject.

Which was read, and laid on the table.

Mr. Corbit,

From the same Committee, made a report, (*Appendix*

No. 40,) with a Bill annexed, entitled, "A Supplement to an Ordinance entitled, 'An Ordinance providing for the Appointment of City Commissioners, and prescribing their duties,' passed the 22d May, 1797."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the Report.

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time and passed.

Select Council concurred.

Mr. Poulson,

From the Committee on Police, made a report, (*Appendix No. 41*), with a Bill annexed, entitled, "An Ordinance providing for, and Regulating the Ringing of the Bells at the several Station Houses of the City."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Mr. Wilcox

Offered the following :

Resolved, That the Committee on Finance be authorized to sell for such price and upon such terms as they shall deem proper, a certain yearly rent charge of forty-five dollars per annum, owned by the Mayor, Aldermen and Citizens of Philadelphia, payable by Richard C. Dickinson his heirs and assigns, issuing out of a certain lot or piece of ground situate on the south side of Lombard street, at the distance of thirty-six feet eastward from the east side of Tenth street, in the city of Philadelphia, containing in front or breadth on the said Lombard street eighteen feet, and in length or depth seventy-eight feet, bounded on the west by a lot of ground granted to Charles Johnson, Junior, on ground rent, on the north by Lombard street, on the east by a lot of ground granted to Richard C. Dickinson on ground rent, and on the south by ground formerly of Barron, Hurst and Company :

And also a certain other yearly rent charge of forty-five dollars per annum, owned by the Mayor, Aldermen and Citizens of Philadelphia, payable by Richard C. Dickinson his heirs and assigns, issuing out of a certain lot or piece of ground situate on the south side of Lombard street, at the distance of fifty-four feet from the east side of Tenth street, in the city of Philadelphia, containing in front or breadth on the said Lombard street eighteen feet, and in length or depth seventy-eight feet, bounded on the east by other ground late of the Mayor, Aldermen and Citizens of Philadelphia, on the north by Lombard street, on the west by ground granted to Richard C. Dickinson on ground rent, and on the south by ground late of Barron, Hurst and Company : and to cause the City seal to be affixed to the necessary deeds of conveyance or extinguishment to the purchasers thereof.

Which was twice read, and passed.

Mr. Corbit

Offered the following :

WHEREAS, There exists an absolute necessity to prevent any further contractions of the River Schuylkill by means of the many improvements being made thereon, and moreover, to provide more effectually to preserve and protect our Fair Mount Water Works from the dangers, if not destruction, to which they are ever liable and exposed, by reason of the many and alarming floods and freshets that are continually happening to the said River : And

WHEREAS, ALSO, It is thought expedient that some further protection and security should be devised for the public and private property generally along and on either side of said River, which might tend at the same time very greatly, not only to the accommodation of our large and increasing trading community, but also to the improving and beautifying that extensive and valuable portion of the city and its adjoining districts situate on and along the banks of said River: Therefore be it

Resolved, That the subject be referred to the Committee on City Property, with instructions to give immediate attention to the same, and report to Councils at their next stated meeting.

Which was twice read, and passed.

Select Council concurred.

A message from Select Council

Informed that they had passed the following, to wit:

WHEREAS, Public attention has been called to the necessity of some provision being made by law to insure proper medical and surgical attendance on board of emigrant ships, and to prevent the embarkation of emigrants who may be affected with any infectious disease: Therefore,

Resolved, That the Presidents of Councils be directed to memorialize the Congress of the United States, recommending the subject to their attention, and asking that such provision may be made for the safety and comfort of emigrants arriving in our ports, and the preservation of our own citizens, as they may in their wisdom deem proper.

Which was twice read, and passed.

So Common Council concurred.

Another message

Informed that Select Council were ready to meet this Council in convention, for the purpose of electing a Vaccine Physician, in the place of Dr. Wolff, resigned.

Which was read.

And on motion, it was

Ordered, That Select Council be informed that this Council is ready to receive them.

After a short time, the President, Clerk and Members of the Select Council entered.

Councils being assembled in Convention, the President announced the object thereof.

And it was

Ordered, That the Convention do proceed to elect a Vaccine Physician in the place of Dr. Wolff, resigned.

When, of the Select Council,

Messrs. Chandler, Elliott, Gilpin, Meredith, Pres't., (4,) voted for Dr. Beaumont.

Messrs. Lewis, Roberts, Trucks, (3,) voted for Dr. Seldener.

Mr. Toland (1) voted for Dr. Lang.

Mr. Wetherill (1) voted for Dr. Godon.

Of the Common Council,

Messrs. Corbit and Snowden (2) voted for Dr. Beaumont.

Messrs. Agnew, Amos, Fisher, Lewis, Miller, Mentz, Orne, Souder, Wilcox, (9,) voted for Dr. Seldener.

Messrs. Campbell, Davis, C. Norris, Paul, Poulson, Towne, Norris, Pres't., (7,) voted for Dr. Lang.

Neither of the candidates having a majority of the whole number of votes, it was

Ordered, That the Convention do proceed to a second vote.

When, of the Select Council,

Messrs. Elliott, Lewis, Roberts, Trucks, Meredith, Pres't. (5,) voted for Dr. Seldener.

Messrs. Chandler, Gilpin, Toland, (3,) voted for Dr. Lang.

Mr. Wetherill (1) voted for Dr. Godon.

Of the Common Council,

Messrs. Agnew, Amos, Fisher, Lewis, Miller, Mentz,

Orne, Paul, Souder, Snowden, Wilcox, (11,) voted for Dr. Seldener.

Messrs. Campbell, Corbit, Davis, C. Norris, Poulson, Towne, Norris, Pres't., (7,) voted for Dr. Lang.

Whereupon, RICHARD R. SELDENER, M. D., was declared to be duly elected Vaccine Physician, in the place and for the unexpired term of Dr. Wolff, resigned.

The Convention was then dissolved, and Select Council retired.

A message from Select Council

Informed that they had concurred in the resolution from this Council relative to the payment of the Coupons in London, with the following amendment, to wit:

Strike out the word "without" where it occurs in the last line, and insert in lieu thereof the word "with."

Which was read.

And on motion of Mr. Wilcox,

Common Council non-concurred in the amendment.

Another message

Informed that Select Council had concurred in the resolution of Common Council authorizing a subscription of fifty shares of Stock in the Schuylkill Rail Road Company, (*Journal of Common Council*, page 26,) with the following amendment, to wit:

Add at the end thereof the following: "And provided further, that \$20,000 shall have first been subscribed by others."

Insert the words "and cost" after the word "location" in the last line.

Which was read.

Mr. Corbit

Moved that Common Council do concur in the amendments.

Which was agreed to.

Another message

Informed that Select Council had concurred in the resolution relative to the sale of certain Ground Rents, with the following amendment, to wit :

Add at the end thereof the following words, to wit :
“ And that the proceeds of the sale be placed by the City Treasurer to the credit of the Sinking Fund of the Mayor, Aldermen and Citizens of Philadelphia.”

Which was read.

Mr. Corbit

Moved that this Council concur in the amendment.

Which was agreed to.

Another message

Informed that Select Council adhered to their amendment to the resolution relative to the payment of the Coupons in London ; and had appointed Messrs. Gilpin and Wetherill a committee of conference on the part of that body.

Which was read.

Mr. Corbit

Moved that this Council do concur in the appointment of a committee of conference.

Which was agreed to.

The President appointed Messrs. Wilcox and Paul this committee.

The committee on leave retired ; and after some time returned, when Mr. Wilcox reported that the committee had been unable to agree.

Adjourned.

THURSDAY, April 9th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Poulson,
Souder,
Snowden,
Wilcox,
Norris, Pres't.

Mr. Paul

Presented a petition of owners and occupants of property on and near Cox street, between Schuylkill Fifth and Sixth streets and Spruce and Pine streets, asking that the said street may be paved.

Which was read, and referred to the Committee on Public Highways.

Mr. Lewis

Presented a petition from owners and representatives of owners on Broad street south of Market street, asking that no more turnouts shall be made from the Railroad in Broad street, and that measures be taken for lessening and ending the present evil.

Also,

A petition from occupiers of dwellings on Broad street south of Market, of similar tenor.

Which were read, and laid on the table.

Mr. Corbit

From the Committee on Public Highways, made a report, (*Appendix*, No. 42,) with a Bill annexed, entitled "An Ordinance to authorize the Commissioners of the District of Spring Garden to construct a Culvert in Vine street, and making an Appropriation for the payment of one-half of the cost thereof."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first section was agreed to.

The second section was agreed to.

The third section was agreed to.

The fourth section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Mr. Wilcox

From the Committee on Finance, offered the following :

Resolved, That the Mayor be authorized and directed, on behalf of the Mayor, Aldermen and Citizens of Philadelphia, to release from the lien of a judgment entered in the District Court for the City and County of Philadelphia on the 12th June, 1845, to June Term, 1845, No. 27, D. S. B., in which the Mayor, Aldermen and Citizens of Philadelphia are plaintiffs, and Robert Heberton, Henry F. Heberton and Alexander Heberton are defendants, all that yearly ground rent of forty-eight dollars issuing and payable by George Wampole his heirs and assigns, out of all that lot or piece of ground situate on the north side of Brandywine street at the distance of 258 feet 7¼ inches westward from the west side of Thirteenth street in the District of Spring Garden, County of Philadelphia, containing in front on said Brandywine street sixteen feet and extending in depth sixty feet, bounded northward by the end of Green street lots, eastward by ground of Barney Donoho, southward by Brandywine street, and westward by ground of Christian A. Smith, belonging to Alexander Heberton, one of the above named defendants : *Provided* the other defendants consent thereto.

Which was twice read, and passed.

Select Council concurred.

Mr. Agnew,

In his place, offered the following :

WHEREAS, The Legislature of the Commonwealth of Pennsylvania, by an act passed the 14th day of March, 1846, entitled "An Act to lay out College Avenue in the County of Philadelphia, to authorize a revision of the Plan of part of the District of Spring Garden, and to vacate Fulmer's Lane in said District," did lay out an avenue of the width of sixty feet along the southerly, westerly and northerly side of the Girard College property, so as to take thirty feet of the said width from the said property, provided the Councils of the City of Philadelphia consent thereto :

AND WHEREAS, The laying out of the said avenue will not only harmonize with the appearance of the College buildings, but is deemed essential to the protection of the same, and necessary for the comfort and privacy of their inmates : Therefore

Resolved, That the Select and Common Councils do consent that an avenue be laid out along the southerly, westerly and northerly side of the Girard College property, and that thirty feet for the width of said avenue be taken from said property : *Provided* that the south line of said avenue shall not extend southward of the south line of Poplar street continued, as laid out upon the plan of the District of Spring Garden, but shall correspond therewith so far as said Poplar street if continued would extend through the said College estate : And that the Building Committee of the Girard College be directed to cause the wall about to be erected around the said College property to be placed at the distance of thirty feet from the line of said property on the south, west and north sides thereof, and in conformity with the foregoing provision.

Which was twice read, and passed.

Select Council concurred.

Mr. Souder,

On leave given, presented a petition from C. C. Sadler, in relation to the rent and occupancy by him of the store No. 9 North Water street, belonging to the Girard Estates.

Which was read, and on motion of Mr. Lewis, was

referred to the Commissioners of the Girard Estates, with instructions to report at the next meeting.

A message from Select Council

Informed that the Committee on City Property had made a report, informing Councils that in conjunction with the District of Spring Garden, application had been made to the Legislature of the State to pass a law authorizing the establishment of such regulations as shall preserve the channel of the River Schuylkill, from the Falls to the mouth of the River.

Which was read, and laid on the table.

Adjourned.

THURSDAY, April 23d, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,

Messrs. Mentz,
Norris, C.
Orne,
Paul,
Poulson,
Towne,
Wilcox,
Norris, Pres't.

Mr. Campbell

Presented a communication from the Board of Engineers of the Middle Fire District, disapproving of the Ordinance recently passed by Councils, regulating the ringing of the Fire Alarm Bells at the Station Houses.

Which was read, and referred to the Committee on Police.

Adjourned.

THURSDAY, May 7th, 1846.

Council met—Present,

Messrs. Agnew,
Binney,
Campbell,
Corbit,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

Mr. Wilcox

Presented a communication from A. J. L. Duhamel, asking that the watch-box at the corner of Walnut and Eleventh streets may be removed.

Which was read, and referred to the Committee on Police.

Mr. Wilcox

Presented a petition asking the repeal of the Ordinance recently passed by Councils, entitled "An Ordinance for the Suppression of Nuisances in the City of Philadelphia."

Mr. Lewis and Mr. Corbit

Presented petitions of similar tenor.

Which were read, and referred to the Committee on Police.

Mr. Corbit,

From the Committee on Public Highways, made a report, (*Appendix No. 43*), with the following resolution annexed :—

Resolved, That the City Commissioners, under the direction of the Committee on Public Highways, be directed to regulate, curb and pave the following streets, viz :

Schuylkill Sixth street, from Summer to Vine street.

Doreathea street, the distance of 100 feet east from the present pavement.

Winter street, from Schuylkill Second to Third street.

George street, from Schuylkill Second to Third street.

Barker street, the distance of 200 feet east from the present pavement.

And to repave Delaware Third street, from Dock to High street.

Front street, from Chestnut to High street.

Delaware Sixth street, from Spruce to Cedar street.

Girard street.

Delaware Sixth street, north from George street, in place of the wooden block pavement.

And that the City Commissioners be directed to notify the owners of property on Marshall's alley, extending from Delaware Fourth to Fifth street, north of Spruce street, and the owners of property on Hide's court, extending north from Filbert street, between Delaware Eighth and Ninth streets, to regulate, curb and repave said alley and court.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Poulson,

From the Committee on Police, made a report, (*Appendix No. 44,*) with the following resolution annexed:

Resolved, That the Committee on Police be discharged from the further consideration of the subject referred to them by Councils on the 23d of April, 1846, in a communication from the Board of Engineers of the Middle Fire District.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Corbit

Presented a copy of the proceedings of the meeting at the Museum Building on the 27th of April, relative to the Pennsylvania Railroad Company.

Which was read.

Mr. Corbit

Moved that it be referred to a joint special committee, to consist of four members of each Council.

Which was agreed to.

The President appointed Messrs. Corbit, Binney, Wilcox, and Orne, on the part of this Council.

Select Council concurred.

And appointed Messrs. Toland, Roberts, Elliott and Wetherill.

On motion, it was

Ordered, That Select Council be informed that this Council is ready to receive them in their Chamber, for the purpose of electing in convention two Guardians of the Poor, to serve for the ensuing three years.

After a short time, the President, Clerk and Members of the Select Council entered.

Councils being assembled in Convention, the President announced the object thereof.

And it was

Ordered, That the Convention do proceed to the election of two Guardians of the Poor.

Mr. Elliott, of the Select, and Mr. Poulson, of the Common Council, were appointed tellers.

Who reported that twenty-five votes had been received—of which

John Price Wetherill	had 22 votes.
William Abbott	“ 23 “
Alexander Harper	“ 2 “
Robert Toland	“ 1 vote.
John Trucks	“ 1 “
Benjamin Orne	“ 1 “

Whereupon, John Price Wetherill and William Abbott were declared to be duly elected Guardians of the Poor for the ensuing three years.

The Convention was then dissolved, and Select Council retired.

A message from Select Council

Informed that they had received a communication from the President of the Philadelphia Gas Works, and had passed a Bill relative thereto, entitled “A Further Supplement to an Ordinance for the Construction and Arrangement of the Philadelphia Gas Works.”

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill.

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

So Common Council concurred.

Adjourned.

THURSDAY, May 21st, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

The President

Laid before Council a communication from A. Traquair, asking to be re-elected President of the Board of City Commissioners.

Which was read, and laid on the table.

Also,

A report from the America Hose Company.

Which was read, and referred to the Committee on Legacies and Trusts.

Mr. Corbit

Presented a petition asking that the Railroad track from Dock-street Wharf to the intersection of Eighth and Market streets may be taken up.

Mr. Miller and Mr. Agnew

Presented several of the same tenor.

Which were read, and referred to the Committee on Public Highways.

Mr. Snowden

Presented a petition from citizens asking that the Ordinance prohibiting the passage of wheelbarrows over the foot pavements may be modified.

Mr. Wilcox, Mr. Souder, and Mr. Orne,

Presented petitions signed by Bakers and others, of similar tenor.

Which were read, and referred to the Committee on Police.

Mr. Souder

Presented a petition of residents in Pine street between Second and Third streets, asking that the Gas Pipes may be laid and the street repaved.

Which was read, and referred to the Committee on Public Highways.

Mr. Corbit,

From the Joint Special Committee to whom was referred the communication from the Town Meeting of April 27th, relative to the Pennsylvania Railroad, made a report, (*Appendix No. 45*,) with the following resolutions annexed:

Resolved, That the legal voters of this City be invited to express their opinions as to the propriety of a subscription by Councils to the Stock of the Pennsylvania Railroad Company, on the 15th day of June next, and that polls be opened in all the Wards, at the usual places of holding Ward Elections, to be conducted by the persons who have been elected to hold the General Election in October next; and if any of those so elected should neglect or refuse to serve, the Mayor shall appoint others to serve in their place: and the said persons shall report the result of the voting in their respective Wards to Councils, at the stated meeting on the 18th June next; and if the majority of votes given should be in favour of a subscription to the said Company, then Councils shall at their next meeting authorize a subscription not exceeding two million five hundred thousand dollars, whenever an equal amount shall have been subscribed by other persons or bodies corporate.

Resolved, That the Mayor of the City be authorized and directed to issue his proclamation for holding the election provided for in the preceding resolution, under such regulations as he may deem necessary and proper.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolutions annexed to the report.

And being under consideration—

Mr. Binney

Moved that they be laid on the table, and printed for the use of members.

The yeas and nays were called by Messrs. Corbit and Davis, and were as follows :

Yeas—Messrs. Agnew, Amos, Binney, Campbell, Davis, Fisher, Lewis, Mentz, C. Norris, Paul, Poulson, Towne, Wilcox, Norris, Pres't.—14.

Nays—Messrs. Corbit, Miller, Orne, Souder, and Snowden—5.

So the resolutions were laid upon the table, and ordered to be printed.

Mr. Towne,

From the Committee on the Library, to whom was referred the communication from the Statistical Society, reported (*Appendix No. 46*) having presented the Society with a full set of the printed Journals of Councils.

Which was read, and laid on the table.

A message from Select Council

Informed that they were ready to meet Common Council in Convention, for the purpose of electing a President of the Board of City Commissioners.

Which was read.

And on motion, it was

Ordered, That Select Council be informed that this Council is ready to receive them in their chamber.

After a short time, the President, Clerk and Members of the Select Council entered.

The President of the Convention announced the object thereof.

And it was

Ordered, That the Convention do proceed to the election of a President of the Board of City Commissioners.

When, of the Select Council,

Messrs. Chandler, Elliott, Gilpin, Lewis, Roberts, Rockhill, Toland, Trucks, Wetherill, Meredith, Pres't., (10,) voted for ADAM TRAQUAIR.

And of the Common Council,

Messrs. Agnew, Amos, Binney, Campbell, Corbit, Davis, Fisher, Lewis, Miller, Mentz, C. Norris, Orne, Paul, Poulson, Souder, Snowden, Towne, Wilcox, Norris, Pres't., (19,) voted for ADAM TRAQUAIR.

Whereupon ADAM TRAQUAIR was declared duly elected President of the Board of City Commissioners.

The Convention was then dissolved, and Select Council retired.

On motion of Mr. Souder,

Common Council proceeded to the election of a Trustee of the City Ice Boat.

The President appointed Messrs. Souder and Snowden tellers.

Who having collected and counted the votes, reported eighteen votes received—of which

Samuel C. Morton had	-	17
Dr. T. McEuen	" -	1

Whereupon SAMUEL C. MORTON was declared to be duly elected a member of the Board of Trustees of the City Ice Boat, to serve for three years.

Adjourned.

THURSDAY, June 4th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Percival,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

Mr. Poulson

Presented a petition from Fishermen asking that they may not be deprived of the use of the landing at the foot of Market street.

Which was read, and referred to the Committee on City Property.

Messrs. Binney and Paul

Severally presented remonstrances against the City subscribing to the Stock of the Pennsylvania Railroad Company.

Which were read, and laid on the table.

Messrs. Corbit, Wilcox, Davis, Paul, Snowden, Lewis, Souder, and Orne,

Severally presented petitions in favour of the City subscribing 2,500,000 dollars to the Stock of the Pennsylvania Railroad Company.

Which were read, and laid on the table.

Messrs. Towne, Corbit, Norris, and Poulson,

Severally presented petitions asking a modification of the ordinance recently passed, regulating the passage of wheelbarrows over the sidewalks.

Mr. Agnew

Presented several remonstrances against any modification of the same ordinance.

Which were severally read, and referred to the Committee on Police.

Mr. Poulson

Presented a petition asking that the Railroad track from Dock-street wharf to the intersection of Eighth and Market street may be taken up.

Messrs. Wilcox, Mentz, Agnew, and Corbit,

Severally presented petitions against taking up the same.

Which were read, and referred to the Committee on Public Highways.

Mr. Corbit

A petition of citizens, asking that the travelling on the Market-street Railroad may be prohibited on the Sabbath.

Which was read, and referred to the Committee on Police.

Mr. Binney

Presented nine petitions asking the City to have an exploration made of the route for the Pennsylvania Railroad.

Which were read, and laid on the table.

Mr. Años

Presented the annual report of the Southwark Hose Company.

Which was read, and referred to the Committee on Legacies and Trusts.

Mr. Corbit,

From the Committee on Public Highways, made a report (*Appendix No. 47*) relative to the judgment obtained by James Stimpson against the City, with a Bill annex-

ed, entitled "An Ordinance making an Appropriation to the Committee on Public Highways for the purposes therein named."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Mr. Corbit,

From the same Committee, made a further report, (*Appendix No. 48*), with three Bills annexed, entitled, viz.:

1st. "An Ordinance to provide for an alteration in the width of the Foot Pavement and the line of the Curb Stone in Exchange street between Chestnut and Dock street."

2d. "An Ordinance to authorize the Construction of certain Culverts."

3d. "An Ordinance relating to Water street."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the first Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

On motion,

Council proceeded to the second reading and consideration of the second Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

On motion,

Council proceeded to the second reading and consideration of the third Bill annexed to the report.

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Mr. Corbit,

From the same Committee, made a further report, (*Appendix No. 49*), with a Bill annexed, entitled "A Supplement to an Ordinance passed the 29th day of January, A. D. 1846, entitled 'An Ordinance to prohibit the Construction of certain Wharves and Buildings therein described, and to prohibit Obstructions to the Eastward of Delaware Avenue.' "

Which was read, and ordered to be printed.

Mr. Lewis, on leave given,

Presented a communication from Richard Peters in relation to the rents of the houses in Girard street.

Which was read, and referred to the Commissioners of the Girard Estates.

On motion of Mr. Corbit,

Council proceeded to the second reading and consideration of resolutions attached to the report from the Joint Special Committee relative to the Pennsylvania Railroad Company.

And being under consideration—

Mr. Binney

Moved to amend the same, by inserting the following in lieu of the resolutions reported by the Committee :

Resolved, That the Special Committee be discharged from the further consideration of the subject referred to them, and that the subject, together with the remonstrances and memorials presented this evening, be referred to the Committee on Finance, with the following instructions, viz. :—to obtain the opinion of counsel in answer to the following questions :

1. Whether the City of Philadelphia has power to borrow money for the purpose of subscribing to the stock of the Pennsylvania Railroad Company.

2. Whether, by virtue of the act incorporating the Pennsylvania Railroad Company, or of any other act or law, the Legislature of the Commonwealth is or can be restrained from granting the Right of Way to the Baltimore and Ohio Railroad Company, whenever it may see proper to do so ?

And also, with instructions to report—

1. On the practicability of the Loan, and at what rate of interest.

2. On the amount which the necessary provision for the payment of the interest, and ultimately of the principal of the Loan, will add to the taxes of the City.

3. On the extent to which the subscription of the City will have to be increased, if at all, beyond the \$2,500,000.

4. On the most expedient route for the proposed railroad.

5. On the general expediency of the subscription at the present time.

The yeas and nays were called by Messrs. Corbit and Davis, and were as follows :

Yeas—Messrs. Agnew, Binney, Campbell, Davis, Lewis, C. Norris, Paul, Percival, Poulson, Towne, Wilcox, Norris, Pres't.—12.

Nays—Messrs. Amos, Corbit, Fisher, Miller, Mentz, Orne, Souder, Snowden—8.

So the amendment was agreed to.

A message from Select Council

Informed that they had received a report from the Watering Committee, and had passed the following resolution and Bill thereto annexed :

Resolved, That the Watering Committee be, and they are hereby authorized to contract for Iron Pipes and Castings, in amount not exceeding two thousand dollars.

A Supplement to an Ordinance entitled “An Ordinance to provide for the laying of Water Pipes in Water Street, in conformity with the Will of Stephen Girard, and making Appropriation therefor.”

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

So Common Council concurred.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

So Common Council concurred.

Adjourned.

THURSDAY, June 18th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Percival,
Poulson,
Souder,
Snowden,
Wilcox,
Norris, Pres't.

The President

Laid before Council a communication from William Drysdale, Jr., resigning as a member of the Board of Engineers of the Middle Fire District, from the Fame Hose.

Which was read, and laid on the table.

Mr. Corbit,

From the Committee on Public Highways, made a report (*Appendix No. 50,*) with a Bill annexed, entitled "An Ordinance relating to Water street."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Also,

A further report (*Appendix No. 51*.) from the same Committee, with the following resolution annexed :

Resolved, That the Committee on Public Highways, to whom were referred by Councils numerous petitions for and against taking up the City Railroad from the Delaware to Eighth and High street, be discharged from the further consideration of the subject.

Which was twice read, and passed.

Select Council concurred.

On motion of Mr. Corbit,

The report and resolution were ordered to be printed in the daily papers used by the City.

Mr. Corbit,

From the same Committee, made a further report, (*Appendix No. 52*.) with a Bill annexed, entitled "An Ordinance making an Appropriation to the Committee on Public Highways."

Also, the following resolution :

Resolved, That the City Commissioners, under the direction of the Committee on Public Highways, be instructed to repave Mulberry street, between Schuylkill Fifth and Sixth street, and Vine street, between Schuylkill Fourth and Fifth street.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Corbit

Moved that Council proceed to second reading of the Bill reported from the Committee on Public Highways, at last meeting, entitled "A Supplement to an Ordinance passed the 29th day of January, A. D. 1846, entitled 'An Ordinance to prohibit the Construction of certain Wharves and Buildings therein described, and to prohibit Obstructions to the Eastward of Delaware Avenue.' "

Which was agreed to.

The first section being under consideration—

Mr. Corbit

Moved to amend the same, by inserting in the sixth line, after the word "iron," the words "or wooden."

Which was not agreed to.

The section being again under consideration—

Mr. Amos

Moved to amend the same, by striking out the words "or metallic," in the sixth line.

Which was not agreed to.

The section being again under consideration—

Mr. Souder

Moved to amend the same, by striking out "15," in the tenth line, and inserting in lieu thereof "25."

Which was agreed to.

The first section was agreed to.

The second section was agreed to.

The third section was agreed to.

The fourth section was agreed to.

The fifth section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then read a third time, and passed.

Select Council concurred.

Mr. Lewis, on leave,

Presented a petition asking that the street on the west side of Logan Square may be paved.

Which was read, and referred to the Committee on Public Highways.

A message from Select Council

Informed that they had passed the following resolution, to wit:—

WHEREAS, There is a manifest desire in this community, as expressed in various ways, especially in two large town meetings, and by numerous memorials of the people, that the Councils of this City shall authorize a subscription to a large amount to the Capital Stock of the Pennsylvania Railroad Company, a work which will be eminently productive of prosperity to the community: Therefore,

Resolved, That the memorials of sundry citizens, asking Councils to authorize a subscription to the amount of two and a half millions of dollars, by the Corporation of the City of Philadelphia, to the Capital Stock of the Pennsylvania Railroad Company, and remonstrances against that measure, be referred to the Joint Special Committee of Councils appointed on the 21st day of May last, (to whom was referred the proceedings of a town meeting,) and that two members from each Council be added to the said Committee; and that the Special Committee be instructed to report to Councils at the next stated meeting, all useful information they may be able to collect relating to the proposed Pennsylvania Railroad, in route and probable value of the work to the citizens and the Corporation of the City of Philadelphia.

And that Messrs. Boswell and Lewis had been appointed on the part of Select Council.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

And being under consideration—

Mr. Binney

Moved to amend the same, by adding the following after the last word:

“And to obtain the opinion of counsel in answer to the following questions:

“1. Whether the City of Philadelphia has power to borrow money for the purpose of subscribing to the stock of the Pennsylvania Railroad Company?

“2. Whether, by virtue of the act incorporating the Pennsylvania Railroad Company, or any other act or law, the Legislature of the Commonwealth is or can be restrained from granting the Right of Way to the Baltimore and Ohio Railroad Company, whenever it may see proper to do so?

“And also with instructions to report—

“1. On the practicability of the loan, and at what rate of interest?

“2. On the amount which the necessary provision for the payment of the interest, and ultimately the principal of the loan, will add to the taxes of the City?

“3. On the extent to which the subscription of the City will have to be increased, if at all, beyond the \$2,500,000.

“4. On the general expediency of the subscription at the present time.”

The question being on the amendment—

The yeas and nays were called by Messrs. Corbit and Miller, and were as follows:

Yeas—Messrs. Binney, Campbell, C. Norris, Paul, Percival, Poulson, Norris, Pres't.—7.

Nays—Messrs. Agnew, Amos, Corbit, Fisher, Lewis, Miller, Mentz, Orne, Souder, Snowden, Wilcox—11.

So the amendment was disagreed to.

The resolution was agreed to.

So Common Council concurred.

The President appointed Messrs. Paul and Souder on the Committee on the part of Common Council.

The President

Laid before Council a letter from Messrs. B. M. Hinchman, David S. Brown, and James Magee, accompanied by one hundred and thirty-one memorials, signed by 4,820 legal voters, asking the City to subscribe 2,500,000 dollars to the Pennsylvania Railroad Company.

Which were read, and referred to the Joint Special Committee.

Messrs. Binney, Paul, and Corbit,

Severally presented remonstrances of the tax-paying citizens against the proposition to refer the question of subscribing to the Stock of the Pennsylvania Railroad Company to the voters of the City, and also against the proposition to subscribe \$2,500,000 of the Stock of the said Company.

Which were read, and referred to the Joint Special Committee.

Another message from Select Council

Informed that they had concurred in the Bill from Common Council, entitled "An Ordinance to authorize the Construction of certain Culverts," with the following amendment :

Strike out all after the word "culvert" in the eleventh line, to the word "and" in the fifteenth line, and insert in lieu thereof the following, to wit :

"In Mulberry street, from the present culvert in Delaware Fourth street, to the east side of Delaware Third street, not exceeding three feet and a half in the clear, with suitable openings in the same."

Which was read.

Mr. Corbit

Moved that this Council do concur in the amendment.

Which was agreed to.

So Common Council concurred.

Adjourned.

THURSDAY, July 2d, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,

Messrs. Mentz,
Norris, C.
Orne,
Paul,
Percival,
Poulson,
Souder,
Snowden,
Norris, Pres't.

The President

Laid before Council a communication from Henry Reed, Secretary of the Faculty of Arts, inviting Council to attend the Commencement for conferring Degrees in the Arts, in the University of Pennsylvania, on Friday, the 3d of July.

Which was read.

And on motion of Mr. Campbell, it was

Ordered, That the invitation be accepted.

Also,

A communication from Robert B. Davidson, President of the Union Canal Company, accompanied with a resolution of the Company relative to the arrangement between the City and the Company for permitting the City to en-

close a portion of the land claimed by the Company north of the reservoirs at Fairmount.

Which was read, and referred to the Watering Committee.

Also,

A communication from Thomas E. Kerrison, proposing to sell to the City his bathing establishment in the Arcade.

Which was read, and referred to the Committee on City Property.

Also,

A petition of citizens asking Councils to pass an ordinance to have all stores closed at dark.

Which was read, and laid on the table.

Mr. Souder

Presented a petition of voters and owners of property, asking that Councils may subscribe on behalf of the City, \$2,500,000 to the Stock of the Pennsylvania Railroad Company, as soon as an equal amount shall have been subscribed by individuals or other corporations.

Messrs. Paul, Miller, Corbit, Lewis, and Poulson,

Petitions of similar tenor.

Which were severally read, and referred to the Joint Special Committee.

Mr. Corbit

Presented a petition of citizens asking that Bleight street may be paved.

Which was read, and referred to the Committee on Public Highways.

Mr. Souder

Presented a communication from the Fame Hose Company, nominating D. Hudson Shedaker and Benjamin F. Mifflin for Engineer, in the place of William Drysdale, Jr., resigned.

Which was read, and laid on the table.

Mr. Campbell,

From the Committee on Legacies and Trusts, made a report (*Appendix No. 53*) on the present condition of the Fire Companies under their charge, with the following resolution annexed :

Resolved, That the Committee on Legacies and Trusts be and are hereby authorized to pay to each of the following named Fire Engine and Hose Companies, whose Engineers have been appointed by Councils under the provisions of the Ordinance passed January 4th, 1844, the sum of Three Hundred Dollars, in such amounts and at such time as the Committee shall deem proper : *Provided*, that the Committee may withhold from any Company the whole or any part of the same, if in their opinion such Company has wilfully violated any of the provisions of the Ordinances relating to the Fire Department.

ENGINES, 9.

Hand-in-Hand,	Hibernia,	Philadelphia,
Harmony,	Columbia,	Delaware,
Washington,	Diligent,	Reliance.

HOSE COMPANIES, 11.

Phoenix,	Fame,	America,
Philadelphia,	Diligent,	Robert Morris,
Perseverance,	Schuykill,	Resolution.
Southwark,	Washington,	

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Poulson,

From the Committee on Police, made a report (*Appendix No. 54*) adverse to the petition of A. J. L. Duhamel for the removal of a watch-box, with the following annexed :

Resolved, That Committee on Police be discharged from the further consideration of this subject.

Which was twice read, and passed.

Also,

A report (*Appendix No. 55*) from the same Committee, with a Bill annexed, entitled "A Supplement to an Ordinance passed on the 12th day of March, 1846, entitled 'An Ordinance for the Suppression of Nuisances in the City of Philadelphia.' "

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Also,

A further report from the same Committee (*Appendix No. 56*), relative to the travelling on the City Railroad on the Sabbath, informing that the present laws are sufficient to abate the evil, with a resolution annexed, to wit:

Resolved, That the Committee on Police be discharged from the further consideration of the subject.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

Select Council concurred.

Mr. Corbit,

From the Committee on Public Highways, made a report (*Appendix No. 57*,) with a Bill annexed, entitled "An Ordinance relating to Water street."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Mr. Corbit,

From the Joint Special Committee, made a report (*Appendix No. 58*,) with the following annexed:

Resolved by the Select and Common Councils, That the Mayor of Philadelphia be and is hereby authorized and directed to subscribe in the name of the Mayor, Aldermen and Citizens of Philadelphia, for *Ten Thousand Shares* in the capital stock of the Pennsylvania Railroad Company, whenever Fifty Thousand Shares shall have been subscribed in conformity with the provisions of the charter of said railroad company; and that the said Mayor be authorized and directed to subscribe an additional *Ten Thousand Shares* when one hundred miles of said railroad shall be finished and in use; and that the said Mayor be authorized and directed to subscribe an additional *Ten Thousand Shares* when one hundred and twenty-five miles of said railroad shall be finished and in use; and that the said Mayor be authorized and directed to subscribe an additional *Ten Thousand Shares* when one hundred and seventy-five miles of said railroad shall be finished and in use; and that the said Mayor be authorized and directed to make a further and final subscription of *Ten*

Thousand Shares when two hundred miles of said railroad shall be finished and in use.

Which was read.

Mr. Binney,

From the same Committee, made a report (*Appendix No. 59*) on behalf of the minority of said Committee.

Which was read.

Mr. Corbit

Moved that the Reports, with the accompanying documents, be published, and that one thousand copies be printed in pamphlet form for distribution by members of Councils—and that the resolution attached to the report be made the order of the day at the next stated meeting of Councils.

Which was agreed to.

Mr. Campbell

Offered the following :

Resolved, That the Mayor of the City be requested to have Christ Church and St. Peter's Church bells rung on the 4th instant.

Which was twice read, and passed.

Select Council concurred.

Mr. Percival

Offered the following :

Resolved, That the Committee on Finance be instructed to ascertain and report at the next meeting of Councils, the number of taxable inhabitants in the City, and designate those who pay taxes on real estate.

Which was twice read, and passed.

Mr. Souder

Moved that Select Council be informed that this Council is ready to receive them in their chamber for the pur-

pose of electing in convention an Engineer for the Fame Hose Company.

Which was agreed to.

After a short time, the President, Clerk and Members of the Select Council entered.

Councils being assembled in Convention, the President announced the object thereof.

And it was

Ordered, That the Convention do proceed to the election of an Engineer for the Fame Hose Company, in the place and for the unexpired time of William Drysdale, Jr., resigned.

When of the Select and Common Councils, all the members present voted for

D. HUDSON SHEDAKER.

Who was thereupon declared to be duly elected.

The Convention was then dissolved, and Select Council retired.

A message from Select Council

Informed that they had concurred in the resolution relative to taxable inhabitants, with the following amendment, to wit:

Strike out the words "Committee on Finance," in the first line, and insert in lieu thereof the following: "Joint Special Committee on the Pennsylvania Railroad."

Which was read.

Mr. Corbit

Moved that Common Council concur in the amendment.

Which was agreed to.

So Common Council concurred.

Adjourned.

THURSDAY, July 16th, 1846.

Council met—Present,

Messrs. Agnew,

Amos,

Binney,

Campbell,

Corbit,

Fisher,

Lewis,

Miller,

Mentz,

Messrs. Norris, C.

Orne,

Percival,

Poulson,

Souder,

Snowden,

Towne,

Wilcox,

Norris, Pres't.

The President

Laid before Council a communication from F. Erdmann, suggesting the expediency of adopting a plan proposed by him for filtering the water in the reservoirs at Fairmount.

Which was read, and referred to the Watering Committee.

Mr. Corbit

Presented a petition of voters and owners of property, asking that Councils may subscribe on behalf of the City \$2,500,000 to the Stock of the Pennsylvania Railroad Company, as soon as an equal amount shall have been subscribed by individuals or other corporations.

Which was read, and referred to the Joint Special Committee on the Pennsylvania Railroad.

Mr. Souder

Presented a petition of citizens asking that a nuisance in Delaware Avenue below Pine street may be remedied.

Which was read, and referred to the Committee on Public Highways.

Mr. Corbit,

From the Joint Special Committee, made a report (*Appendix No. 60*) with the following resolution annexed:

Resolved, That the Committee on Finance be directed to pay to the order of the Chairman of the "Joint Special Committee upon the Pennsylvania Railroad Company," the sum of Five Hundred Dollars, and charge the same to item "Miscellaneous Expenditures and Contingencies."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Mr. Wilcox,

In his place, offered the following :

Resolved, That the Mayor be authorized and requested, on behalf of the Mayor, Aldermen and Citizens of Philadelphia, to release from the lien of a judgment entered in the District Court for the City and County of Philadelphia, on the 24th day of June, 1846, to June Term, 1846, No. 98, D. S. B., in which the Mayor, Aldermen and Citizens of Philadelphia are Plaintiffs, and Emanuel D. Brown, George W. Brown, and Paul B. Goddard, are defendants, all that certain messuage or tenement and lot or piece of ground, situate on the east side of Delaware Ninth street, between High and Chestnut, in the city of Philadelphia; containing in breadth on said Ninth street 18 feet, and in length or depth 116 feet to a 15 feet wide alley leading into a 25 feet wide street called Grape street; bounded northward by ground granted on ground rent to Robert Leak, eastward by said alley, southward by ground granted on ground rent to William House and Joshua Stokes, now or late of Charles Jones Wistar, and westward by Ninth street aforesaid—together with the alleys, privileges and appurtenances thereunto belonging and appertaining: belonging to Paul B. Goddard, one of the said defendants. *Provided* the other defendants in said judgment consent thereto.

Which was twice read, and passed.

Select Council concurred.

On motion of Mr. Corbit,

Council proceeded to the second reading and consideration of the resolution appended to the report of the Joint Special Committee on the Pennsylvania Railroad Company, authorizing a subscription on behalf of the City of \$2,500,000.

On the question shall this resolution pass, the yeas and nays were asked by Messrs. Corbit and Lewis, and were as follows.

Yeas—Messrs. Amos, Corbit, Fisher, Miller, Mentz, Orne, Souder, Snowden, Wilcox—9.

Nays—Messrs. Agnew, Binney, Campbell, Lewis, C. Norris, Percival, Poulson, Towne, Norris, Pres't.—9.

So the resolution was lost.

A message from Select Council

Informed that they had passed the following, to wit :

Resolved, That the Select and Common Councils unite in a memorial to the Congress of the United States, asking for the construction of a Dry Dock at the Philadelphia Naval Station, and that the said memorial be attested by the Presidents and Clerks of the Select and Common Councils.

Which was twice read, and passed.

So Common Council concurred.

Another message

Informed that Select Council had concurred in the resolution appended to the report from the Joint Special Committee on the Pennsylvania Railroad, with the following amendment, to wit :

Strike out all after the word "*Resolved*," and insert the following, to wit : "That the Finance Committee be authorized and directed to pay any bills contracted and certified by the Joint Special Committee to consider the petitions, &c., relating to the Pennsylvania Railroad Company, to an amount not exceeding five hundred dollars."

Which was read.

Mr. Agnew

Moved that this Council concur in the amendment.

Which was agreed to.

So Common Council concurred.

Adjourned.

THURSDAY, August 27th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Davis,
Fisher,
Lewis,
Miller,

Messrs. Mentz,
Norris, C.
Orne,
Paul,
Poulson,
Souder,
Wilcox,
Norris, Pres't.

The President

Laid before Council a communication from M. H. Dickinson, resigning as Engineer of the Harmony Fire Company.

Also,

One from C. A. Brown, Secretary of the Harmony Fire Company, informing of the nomination of Warner K. Heston and George R. Price as Engineers in place of M. H. Dickinson, resigned.

Which were read, and laid on the table.

Mr. Poulson,

A communication from the Society of Odd Fellows, asking for the use of Franklin Square on the 17th September.

Which was read.

And on motion of Mr. Poulson,

Referred to the Committee on City Property, with power to act.

Mr. Lewis

Presented a memorial of owners of real estate on Logan street, between Sassafras and Vine street, asking that the said square may be paved.

Which was read, and referred to the Committee on Public Highways.

Mr. Poulson,

From the Committee on Police, made a report (*Appendix No. 61*) with a Bill annexed, entitled, "An Ordinance Fixing the Salary of the Special Constable."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Mr. Binney,

From the Joint Special Committee on the Pennsylvania Railroad made a report (*Appendix No. 62*) relative to the number of taxable inhabitants of the City, with the following resolution annexed, to wit:

Resolved, That the Joint Special Committee, to whom was referred the memorials and petitions relative to the Pennsylvania Railroad, be discharged from the further consideration of the subject.

Which was twice read, and passed.

Mr. Campbell,

From the Committee on Legacies and Trusts, presented the annual report (*Appendix No. 63*) of the condition of the various Trusts under their charge.

Which was read.

And on motion of Mr. Souder,

Ordered to be printed for the use of members.

Adjourned.

THURSDAY, September 10th, 1846.

Council met—Present,

Messrs. Agnew,
Amos,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,

Messrs. Mentz,
Norris, C.
Orne,
Paul,
Poulson,
Souder,
Snowden,
Wilcox,
Norris, Pres't.

Mr. Corbit

Presented a petition of citizens asking that caps may be placed on the wharves along the Delaware front of the City.

Which was read, and referred to the Committee on Public Highways.

Messrs. Wilcox, Miller, Souder, and Lewis,

Petitions of similar tenor.

Which were similarly referred.

Mr. Corbit,

A petition from citizens asking that the crossings in the vicinity of Arch and Front street may be improved.

Which was read, and referred to the Committee on Public Highways.

Mr. Corbit,

From the Committee on Public Highways, made a report (*Appendix No. 64*,) with the following Bills annexed, viz. :

“An Ordinance to Alter the Regulation of Ascents and Descents on the South side of Vine Street between Schuylkill Fourth and Fifth Street.”

“An Ordinance relating to Water Street.”

On motion,

Council proceeded to the second reading and consideration of the first Bill annexed to the report, entitled “An Ordinance to Alter the Regulation of Ascents and Descents on the South side of Vine Street between Schuylkill Fourth and Fifth Street.”

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

On motion,

Council proceeded to the second reading and consideration of the second Bill annexed to the report, entitled, “An Ordinance relating to Water Street.”

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Mr. Agnew,

From the Building Committee of Girard College, made a report, (*Appendix No. 65*,) informing of the reception of the Statue of Girard, accompanied by the certificate of the Artists appointed to examine it. Also, a copy of the contract made with the Artist; with the following resolution annexed:

Resolved, That the Committee on Finance be directed to pay Nicholas Gevelot, Seven Thousand Dollars, being the balance due him, in accordance with his contract with the City, for the Statue Girard.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Mr. Binney

Presented a petition of citizens asking that the erection of the stone wall around Girard College may be suspended for the present.

Which was read, and referred to the Building Committee.

Mr. Souder

Presented a communication from J. Lindsay and A. Tumbleston, asking that some redress may be given them for the injury sustained to their property at the corner of Front and Dock street from the vicinity of a coal yard.

Which was read, and referred to the Committee on City Property.

Mr. Wilcox

Offered the following:

Resolved, That the Committee on Finance be directed to remit to London the interest due there on the Coupons, without the deduction of the State tax.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

When the same was agreed to.

Select Council concurred.

On motion, it was

Ordered, That Select Council be informed that Common Council is ready to receive them in their chamber for the purpose of appointing in convention an Engineer from the Harmony Fire Company, in place of M. H. Dickinson, resigned.

After a short time, the President, Clerk and Members of the Select Council entered.

Councils being assembled in Convention, the President of Select Council announced the object thereof.

And it was

Ordered, That the Convention do proceed to the appointment of an Engineer from the Harmony Fire Company.

When of the Select and Common Councils, all the members present voted for

WARNER K. HESTON.

Whereupon Warner K. Heston was declared to be duly appointed Engineer from the Harmony Fire Company.

The Convention was then dissolved, and Select Council retired.

A message from Select Council

Informed that they had received a report from the Watering Committee and passed the following resolution thereto annexed, to wit:

Resolved, That the report of the Watering Committee on the subject of filtering water at Fairmount, be, and the same is hereby approved, and that the Committee be discharged from its further consideration.

Which was twice read, and passed.

So Common Council concurred.

Another message

Informed that they had received a further report from the same Committee, relative to placing fire-plugs on Delaware Avenue, and had passed the following resolution thereto annexed, to wit :

Resolved, That the Watering Committee be, and they are hereby instructed to place fire-plugs on Delaware Avenue, at or near the foot of each main street of the City, Vine and Cedar inclusive.

Which was twice read, and passed.

So Common Council concurred.

Another message

Informed that they had concurred in the resolution annexed to the report of the Building Committee, with the following amendment, to wit :

Insert the words "of Stephen" in the last line, after the word "statue."

Which was read.

Mr. Agnew

Moved that Common Council concur in the amendment.

Which was agreed to.

Adjourned.

THURSDAY, September 24th, 1846.

Council met—Present,

Messrs. Agnew,

Amos,

Binney,

Campbell,

Corbit,

Davis,

Fisher,

Lewis,

Miller,

Mentz,

Messrs. Norris, C.

Orne,

Paul,

Poulson,

Souder,

Snowden,

Towne,

Wilcox,

Norris, Pres't.

The President

Laid before Council a communication from the Board of Health, informing of the resignation of Charles Gilpin, Esq., as a member of the Board.

Which was read, and laid on the table.

Mr. Paul

Presented a petition of citizens asking that gas lamps may be placed in South street between Ninth and Tenth street, in Tenth street between South and Lombard street, and in Bonsall street from Ninth to Tenth street.

Which was read, and referred to the Committee on Police.

Mr. Corbit,

From the Committee on Public Highways, made a report (*Appendix No. 66,*) with the following resolutions and Bills annexed, viz.:

Resolved, That the City Commissioners, under the direction of the Committee on Public Highways, be directed to have paved the following Streets, viz.:

Hampton street, from Schuylkill Second to Third street.

Juniper street, from Lombard to Cedar street.

Owen street, from Thirteenth to Broad street.

Resolved, That the owners of property on Rose Alley between Locust street and Thorn Alley, and on the court running north and south between Burd's Court and Cur-

rant Alley between Locust and Spruce streets, and the court crossing the same from Burd's Court to Currant Alley, be notified to have the same repaved.

An Ordinance making an Additional Appropriation to the Committee on Public Highways.

An Ordinance relating to Water Street.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the first resolution annexed to the report.

Which was agreed to.

Select Council concurred.

On motion,

Council proceeded to the second reading and consideration of the second resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

On motion,

Council proceeded to the second reading and consideration of the first Bill annexed to the report, entitled "An Ordinance making an Additional Appropriation to the Committee on Public Highways."

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

On motion,

Council proceeded to the second reading and consideration of the second Bill annexed to the report, entitled, "An Ordinance relating to Water Street."

The first section was agreed to.

The second section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

Mr. Wilcox,

In his place, offered a Bill, (*Appendix No. 67,*) entitled "An Ordinance making an Appropriation from the Income of the Residuary Portion of the Girard Estates."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill.

The first and only section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

A message from Select Council

Informed that they had passed the following, to wit:

Resolved, That the Committee on City Property be directed to pass over to the care of the Commissioners of the Girard Estates, the wharf front on the Delaware, purchased of G. Scull and others, adjoining to the Girard's Wharves, northward of High street. *Provided*, That the revenue arising from the said property be paid into the City Treasury.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution.

And being under consideration—

Mr. Snowden

Moved to amend the same by striking out the proviso.

Which was agreed to.

The question being upon the resolution as amended—

The same was disagreed to.

Mr. Davis

Moved a reconsideration of the resolution as originally read.

Which was agreed to.

Mr. Snowden

Moved to amend the same by striking out the proviso.

Which was agreed to.

The resolution as amended was agreed to.

So Common Council concurred with an amendment.

Which was agreed to in Select Council.

Another message

Informed that Select Council were ready to meet Common Council in convention for the purpose of electing a member of the Board of Health in the place of Charles Gilpin, Esq., resigned.

Which was read.

On motion, it was

Ordered, That Select Council be informed that Common Council is ready to receive them in their chamber.

After a short time, the President, Clerk and Members of the Select Council entered.

Councils being assembled in Convention, the President of Select Council announced the object thereof.

And it was

Ordered, That the Convention do proceed to the election of a member of the Board of Health.

Messrs. Elliott of the Select Council, and Poulson of the Common Council, were appointed tellers.

Who having collected and counted the ballots, reported that there had been thirty ballots cast ; of which

Edward Duff had	-	29 votes
Blank	- - -	1 "

Whereupon EDWARD DUFF was declared to be duly elected a member of the Board of Health, in the place and for the unexpired time of Charles Gilpin, resigned.

The Convention was then dissolved, and Select Council retired.

Adjourned.

THURSDAY, October 8th, 1846.

Council met—Present,

Messrs. Agnew,

Amos,

Binney,

Campbell,

Corbit,

Davis,

Fisher,

Lewis,

Miller,

Mentz,

Messrs. Norris, C.

Orne,

Paul,

Poulson,

Souder,

Snowden,

Towne,

Wilcox,

Norris, Pres't.

Mr. Agnew,

From the Building Committee of Girard College, made a report (*Appendix No. 68*) in answer to the memorials asking Councils to suspend the erection of the stone wall around the College buildings, with the following resolution annexed, viz. :

Resolved, That the Committee be discharged from the further consideration of the subject.

Which was read.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Corbit,

From the Committee on Public Highways, made a report, (*Appendix No. 69,*) with a Bill annexed, entitled "An Ordinance relating to Water Street."

Also, the following :

Resolved, That the Committee on Public Highways be, and they are hereby authorized to transfer Seventeen Hundred Dollars from item "New Culverts," and Eight Hundred Dollars from item "Repairs to Culverts and Inlets," to item "Repairing Streets and Paving over Water Pipes."

Which was read.

On motion,

Council proceeded to the second reading and consideration of the Bill annexed to the report.

The first section was agreed to.

The second section was agreed to.

The third section was agreed to.

The title was agreed to.

And the Bill ordered to be prepared for a third reading.

It was then by special order read a third time, and passed.

Select Council concurred.

On motion,

Council proceeded to the second reading and consideration of the resolution annexed to the report.

When the same was agreed to.

Select Council concurred.

Mr. Towne,

From the Committee on the Library, made a report, (*Appendix No. 70,*) informing of the number of Books distributed during the past year.

Which was read, and laid on the table.

A message from Select Council

Informed that they had passed the following :

Resolved, That the Commissioners of the Girard Estates be instructed to pay over to the Commissioner of City Property, the income arising from the wharf front on the Delaware, purchased of G. Scull and others, adjoining the Girard Wharves, northward of High street.

Which was twice read, and passed.

So Common Council concurred.

Another message

Informed that they had passed the following :

Resolved, That the Committee on City Property be, and they are hereby authorized and directed to cause the eastern abutment of the Permanent Bridge to be paved, and that the expense of the same be paid for out of any unexpended appropriation to said Committee for the current year.

Which was twice read, and passed.

So Common Council concurred.

Mr. Corbit

Offered the following :

Resolved, That the thanks of Common Council be, and they are hereby cordially presented to Samuel Norris, Esq., for the courteous and dignified manner in which he has performed the duties of President of this Council during the past year.

Which was unanimously passed, and ordered to be placed on the Journal.

Adjourned.

APPENDIX

TO THE

JOURNAL OF THE COMMON COUNCIL.

APPENDIX, No. I.

To the Select and Common Councils:

The Committee on Public Highways, to whom was referred the application of Amos Kendall, President of the Magnetic Telegraph Company, for permission to place posts along the highways,

REPORT—

That they have considered the same, and are of opinion that no inconvenience can arise from the construction of said posts, under such restrictions as the Committee may require; they therefore recommend that authority be given them to act in the matter, and annex a resolution to that effect.

HENRY C. CORBIT, *Chairman.*
JAMES J. BOSWELL,
ALGERNON S. ROBERTS,
THOMAS C. PERCIVAL,
A. J. LEWIS,
T. C. ROCKHILL.

Phila., Oct. 23d, 1845.

Resolved, That the Committee on Public Highways be authorized to make such arrangements with the Magnetic Telegraph Company for the erection of posts along the public highways of the city, as they may deem proper.

APPENDIX, No. II.

The Committee appointed to take charge of the unfinished business of the late Council, beg leave to

REPORT—

That they have examined the Journal, and find that most of the business brought before the late Council has either been disposed of by that body or referred to its appropriate committee. Several subjects so referred appear through inadvertence or press of business not to have been reported on to Councils, among which may be mentioned, the resolution relating to the increase of the size of the Alarm Bells at the Station Houses, &c.

They also find, a resolution adopted in the Select Council, October 24th, 1844, and postponed in Common Council, (see page 16 of Journal,) relating to the Fire Department, and detailing a plan for remodeling the same. As this is a subject of much interest at the present time, and as the resolution merely proposed an inquiry into the expediency of carrying out the plan there suggested, your Committee would offer the following resolution:

Resolved, That the resolution adopted in Select Council, October 24th, 1844, and postponed in Common Council, relating to the remodeling of the Fire Department, be referred to the Committee on Police.

JNO. RODMAN PAUL,
GEO. CAMPBELL,
THOMAS SNOWDEN.

Philada., Oct. 23d, 1845.

APPENDIX, No. III.

The Committee on Finance

REPORT—

That they have received a communication from Henry E. Wallace, one of the sureties of Samuel T. James, Col-

lector of Taxes of Upper Delaware Ward, requesting that certain property owned by him may be released from the lien of a judgment entered in the District Court against Samuel T. James, Henry E. Wallace and William Spink : the Committee being satisfied that after granting the request of Mr. Wallace, the security will be ample for the amount of the judgment, offer the following resolution :

Resolved, That the Mayor be authorized and directed, on behalf of the Mayor, Aldermen and Citizens of Philadelphia, to release from the lien of a judgment entered in the District Court for the City and County of Philadelphia, on the eighth day of September, 1845, to Sept. Term, 1845, No. 26, in which the Mayor, Aldermen and Citizens of Philadelphia are plaintiffs, and Samuel T. James, Henry E. Wallace and William Spink, are defendants, all those certain three three-story brick houses and lots of ground situate on the west side of Delaware Sixth street, at the distance of thirty-eight feet eight inches northward from the north side of Parrish street, in the District of Spring Garden, in the County of Philadelphia, containing in front or breadth on said Sixth street forty-four feet, and extending in depth westward between parallel lines at right angles with said Sixth street ninety feet to a three feet wide alley leading into Parrish street. Being part of three certain lots of ground which Mahlon Hutchinson by three several indentures dated respectively the first day of April, 1844, and twenty-second day of August, 1844, granted unto Henry E. Wallace in fee, the property of Henry E. Wallace, one of said defendants : *Provided*, the other defendants in said judgment consent thereto.

EDMUND WILCOX,
JNO. RODMAN PAUL,
JOHN C. DAVIS,
C. GILPIN,
JOHN TRUCKS,
WILLIAM MORRIS,
HORACE BINNEY, Jr.,
A. J. LEWIS.

Committee of Finance.

APPENDIX, No. IV.

To the Select and Common Councils :

The Committee on Public Highways

REPORT—

That they have deliberately considered the subject of providing for the removal of sheds and other structures on the wharves east of Delaware Avenue, in accordance with the provisions of the will of Stephen Girard, and have agreed to submit for the consideration of Councils the subjoined Bill in relation thereto.

Phila., Nov. 20th, 1845.

HENRY C. CORBIT, *Chairman.*
 THOS. C. PERCIVAL,
 DANIEL L. MILLER,
 SAUNDERS LEWIS,
 ALGERNON S. ROBERTS,
 A. J. LEWIS,
 JAMES J. BOSWELL,
 T. C. ROCKHILL.

An Ordinance

To prohibit the construction of certain wharves and buildings therein described, in or over the river Delaware, in front of the City of Philadelphia; and to prohibit obstructions to the eastward of Delaware Avenue.

Whereas, by the last will and testament of Stephen Girard, deceased, the sum of five hundred thousand dollars is bequeathed to the Mayor, Aldermen and Citizens of Philadelphia, in trust among other things to lay out a passage or street, on the east part of the City of Philadelphia, fronting on the river Delaware, to be called Delaware Avenue; and to procure the passage of such acts of Assembly, and to make such purchases or agreements as will enable the Mayor, Aldermen and Citizens of Philadelphia to remove and pull down all the buildings, fences and obstructions which may be in the way of said street, and to prohibit all buildings, fences or erections of any kind to the eastward of said Avenue, and to fill up the heads of such of the docks as may not afford sufficient room for the said

street; to compel the owners of wharves to keep them clean and covered completely with gravel or other hard materials, and to be so levelled that water will not remain thereon after a shower of rain; to keep clean all the docks within the limits of the City, fronting on the Delaware; and to pull down all platforms carried out from the east part of the City, over the river Delaware, on piles or pillars: *And whereas* the General Assembly of the Commonwealth of Pennsylvania, on the application of the authorities of the City of Philadelphia, by an act passed the 24th March, 1832, entitled "An Act to enable the Mayor, Aldermen and Citizens of Philadelphia to carry into effect certain improvements and to execute certain trusts," authorized the Mayor, Aldermen and Citizens of Philadelphia, among other things, to prescribe the form, materials and workmanship of all wharves thereafter to be constructed, and to require the removal of and to prohibit the construction of all platforms projected into the river Delaware and supported on piles, pillars or piers, and to require the removal of and to prohibit the construction in future of all buildings, fences and other obstructions to the eastward of Delaware Avenue; and to declare all such erections and constructions nuisances; and to provide for the punishment of any person or persons who should commit any nuisance contrary to the provisions of the ordinances passed by virtue of said act.

Now, therefore, for the purpose of carrying into effect the directions of the said testator so far as relates to prohibiting the continuance of and future construction of any platform, into or over the river Delaware, fronting the City of Philadelphia, and supported on piles, pillars or piers, and the continuance and future construction of buildings, fences and other obstructions to the eastward of Delaware Avenue:

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia in Select and Common Councils assembled,* That it shall not be lawful to construct or continue any wharf in the river Delaware, in front of the City of Philadelphia, unless the bottom part thereof shall rest on the bed of the river: nor to construct or project from any of the wharves in the said City, fronting on the river Delaware, any platform or building in the nature of a wharf, into or over the said river, which shall be supported on piles, pillars or piers.

SEC. 2. It shall not be lawful to construct, maintain or continue any building, fence or other obstruction to the eastward of Delaware Avenue.

SEC. 3. Every wharf, platform, building in the nature of a wharf, fence or other obstruction, constructed, erected, maintained or continued, contrary to the provisions of the foregoing sections, shall be and the same is hereby declared to be a nuisance.

SEC. 4. Every person who shall construct or project, or cause to be constructed or projected, any wharf, platform or building in the nature of a wharf, contrary to the provisions of the first section of this ordinance, shall, on conviction thereof before the Court of Quarter Sessions of the peace of the County of Philadelphia, forfeit and be sentenced and adjudged to pay a fine of one hundred dollars, and to remove such wharf, platform or building in the nature of a wharf: And every person who shall be convicted as aforesaid of constructing, maintaining or continuing, or of causing to be constructed, maintained or continued, any building, fence or other obstruction to the eastward of Delaware Avenue, contrary to the provisions of the second section hereof, shall forfeit and be sentenced and adjudged to pay a fine of five hundred dollars, and to remove such building, fence or other obstruction.

APPENDIX, No. V.

The Committee on Finance

REPORT—

That they have received a communication from Aaron H. Burtis, requesting that certain property owned by him may be released from the lien of a judgment entered in the District Court against John Yard, Jr., Aaron H. Burtis, and Joseph B. Willits: and the Committee being satisfied that after such release, sufficient real estate will remain to cover the amount of said judgment, offer the following resolution:

Resolved, That the Mayor be authorized and directed on behalf of the Mayor, Aldermen and Citizens of Philadel-

phia, to release from the lien of a judgment entered by the Mayor, Aldermen and Citizens of Philadelphia against John Yard, Jr., Aaron H. Burtis, and Joseph B. Willits, in the District Court for the City and County of Philadelphia, to June Term, 1845, No. 25, the following described property belonging to the said Aaron H. Burtis, viz.: A certain lot or piece of ground situate on the south side of Wharton street, at the distance of two hundred and forty-eight feet nine inches westward from the west side of Delaware Fourth street, in the District of Southwark and County of Philadelphia, containing in front on said Wharton street sixteen feet seven inches, and extending in length or depth southward to Johnson's lane: *Provided*, that the other defendants in said judgment consent thereto.

EDMUND WILCOX,
JNO. RODMAN PAUL,
JOHN C. DAVIS,
C. GILPIN,
JOHN TRUCKS,
WILLIAM MORRIS,
HORACE BINNEY, JR.,
A. J. LEWIS.

Committee of Finance.

APPENDIX, No. VI.

To the Select and Common Councils:

The Committee on Public Highways, to whom was referred the memorial of owners of property and others interested in the improvement of the western front of the City, asking the aid of Councils in the construction of a Railroad along said front,

REPORT—

That they have deliberately considered the subject, and are of opinion that the value of the public wharves and other property belonging to the City on its western front, would be greatly enhanced by the proposed Railroad, and that it would be right and proper that the project should be encouraged by Councils; they therefore recommend a

subscription to the stock of the proposed Company of five thousand dollars, and herewith submit a resolution to that effect.

The Committee have also considered the petition of sundry citizens interested in the prosperity of Philadelphia, asking that Councils will proceed with the paving of our principal streets gradually with cubical stone blocks, similar to that opposite the State House. The Committee agree entirely with the views of the petitioners, and reiterate the opinion expressed in the report of the committee two years ago, "that they have good reason to be pleased with the experiment made in Chestnut street, and believe that this mode of paving, although more costly in the first outlay, will eventually prove the most economical, and will be found more entirely than any other mode of pavement heretofore adopted, to combine stability and moderate smoothness of surface with facility of removal and replacement, and be as free as possible from noise and dust, the great requisites for a thoroughfare in a populous city." They therefore recommend Councils to take measures to proceed gradually with this mode of paving, and herewith submit a resolution, authorizing contracts to be made for a sufficient quantity of stone for paving two squares during the coming season.

The Committee further report, that they have amicably adjusted the damage for injury done to two properties, by the opening of Water street anew, and annex a Bill providing for the payment of the same, which they ask Councils to pass.

All of which is respectfully submitted.

Phila., Dec. 4th, 1845.

HENRY C. CORBIT, *Chairman.*
SAUNDERS LEWIS,
ALGERNON S. ROBERTS,
T. C. ROCKHILL,
A. J. LEWIS.

Resolved, That the City Treasurer be authorized to subscribe on behalf of this corporation for fifty shares of stock in the Schuylkill Railroad Company, when directed to do so by the Committee on Public Highways: *Provided*, that such direction shall not be given by said Committee, until the plan and location of said Railroad be submitted to and approved by Councils.

Resolved, That the City Commissioners, under the direction of the Committee on Public Highways, be authorized and directed to contract for a sufficient quantity of hammered cubical blocks of stone, to pave two squares during the ensuing season, said stone to be laid in such streets as Councils may hereafter determine.

An Ordinance

Relating to Water Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the Committee on Public Highways be and they are hereby authorized and required to pay to Jeremiah Van Brunt, the sum of seven hundred and fifty dollars, which amount he has agreed to accept as compensation for injury done his property situate on the west side of Water street, commencing at the distance of one hundred and twenty-two feet from the north side of Sassafras street, and extending in front on said Water street northward forty-six feet one inch and one half of an inch, by taking a portion thereof from the front on Water street, by the laying out of Water street anew.

SECTION 2. That the said Committee be authorized and directed to pay to Dennis A. McCready, the sum of seven hundred and fifty dollars, which sum he has agreed to accept as compensation for injury done his property, and including interest, situate on the east side of Water street, commencing at the distance of sixty-eight feet ten inches from the north side of High street, and extending in front on said Water street northwardly twenty-nine feet six inches, by taking a portion thereof from the front on Water street, by the laying out of Water street anew.

SECTION 3. That the sum of one thousand five hundred dollars out of the income of the fund appropriated under the twenty-second item of the Will of Stephen Girard, for the improvement of the eastern front of the City and Delaware Avenue, be appropriated to the expense of carrying into effect this ordinance, to be paid in the manner that appropriations for Delaware Avenue are directed to be paid in the several ordinances relating thereto.

APPENDIX, No. VII.

The Committee on Police, to whom was referred the memorial of a number of citizens, complaining of the inconvenience arising from the manner in which the public streets are used by persons employed in erecting buildings—particularly, in relation to carpenter's and mason's work; such as the trimming and framing of joists, and dressing and hammering of stone :

REPORT—

That adequate remedy for the inconveniences referred to by the memorialists, will be found in the provisions of existing laws, and especially in the 14th section of an ordinance passed on the 22d of May, 1797, entitled, “ An Ordinance providing for the appointment of Commissioners, and prescribing their duties :” and that further action at this time by Councils in the premises is thereby deemed unnecessary.

Your Committee therefore beg leave to offer the resolution annexed.

December 10th, 1845.

CHAS. A. POULSON, *Chairman*,
WILLIAM MORRIS,
CHAS. NORRIS,
JOHN TRUCKS,
ROBERT TOLAND,
JOHN TOWNE,
JOHN P. WETHERILL,

Committee on Police.

Resolved, That the Committee be discharged from the further consideration of this subject.

APPENDIX, No. VIII.

Philadelphia, December 18th, 1845.

The Committee on Police, to whom was referred the communication of Richard Vaux, Esq., suggesting that Councils provide a suitable office for his accommodation as Recorder,

REPORT—

That it is deemed inexpedient to make the provision suggested in said communication : and further, beg leave to offer the following resolution, viz. :

Resolved, That the Committee be discharged from the further consideration of the subject.

CHAS. A. POULSON, *Chairman*,
JOHN TRUCKS,
CHARLES NORRIS,
JOHN TOWNE,
ROBERT TOLAND,
JOHN P. WETHERILL,
WILLIAM MORRIS,
Committee on Police.

APPENDIX, No. IX.

To the Select and Common Councils :

The Committee on Public Highways report the subjoined resolution in relation to the transfer of items in the appropriation to said Committee for the present year, which they ask Councils to pass.

They also report a communication from the President of

the Board of City Commissioners, relative to paving with dressed stone.

All of which is respectfully submitted.

Phila., Dec. 18th, 1845.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
ALGERNON S. ROBERTS,
JAMES J. BOSWELL,
SAUNDERS LEWIS.

Resolved, That the Committee on Public Highways be authorized to make the following transfers in their appropriation for the present year, viz.:

From item "New Paving,"	-	\$ 400
From item "Repaving,"	-	1,100
And item "Repairs to Railroad,"		800

Making - - - -	\$2,300
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To item "Repairing Streets and Paving over Water Pipes."

And from item "Repairs to Culverts," \$500

To item "New Culverts."

CITY COMMISSIONERS' OFFICE,

Philadelphia, December 18, 1845.

To HENRY C. CORBIT, Esquire, Chairman of the Committee on Public Highways.

SIR,—Previous to the paving of the two squares in Chestnut street with cubic stone blocks, I had the honour to submit to the Committee of Councils "On Public Highways," of that period, a statement, supported by some of our own fellow citizens, that in the cities of London, Glasgow, Edinburgh, and Paris, that this method of paving cartways had superseded all others, having been tested by experience. Subsequent to that statement, Councils by a joint resolution passed January 5th, 1843, requested that the Franklin Institute of the State of Pennsylvania would "communicate any information they think proper, in relation to the best modes of paving highways." The Committee of the Institute "On Science and the Arts," made a

full report, which was ordered to be printed, together with the thanks of Councils.

From that Report, chapter V., page 30, under the head of "*Pavements suitable for Philadelphia*," I beg leave to offer the following extract :

3d Paragraph. "*Streets of the first class, or the leading thoroughfares of the city, possessing, by our hypothesis, a very heavy and crowded travel, will eventually require a smooth, and durable surface for the whole breadth of the carriage-way, and, consequently, ought ultimately to be uniformly paved with blocks of dressed stone, disposed in the diagonal manner, upon a sub-pavement of pebbles ; this species of pavement, if executed in the substantial manner recommended by us, will cost about three dollars per superficial yard.*"

The paragraph following says, we presume that it will be found "necessary to employ pavements of dressed stone in Philadelphia, with a very sparing hand, in consequence of the great expense attending them, though for streets with a crowded travel, there would seem to be no other pavement equally suitable." *Two squares of this kind of paving in four years is indeed very sparing !*

I have no doubt whatever that if *one* square were done *every year*, that the material might be had at less cost, by being ready to receive a certain quantity, of a certain description, both as to material and dressing. This would open the market to numerous competitors, who might thus reduce the breakage of their quarries to a valuable purpose, and at seasons most convenient to themselves, dress them for our purpose. This only to be resorted to, on failing to obtain a satisfactory contract at acceptable prices.

The limitation of expense by Councils in the said sections of Chestnut street, prevented a more perfect preparation for receiving the stone blocks from being adopted, as recommended in said report ; but that between Fifth and Sixth street remains firm, and has given universal satisfaction. The cost of each square was \$2.50 per superficial square yard.

The intersection of Sixth and Chestnut street, prepared by Mr. Goode, has stood well, notwithstanding its original imperfections ; the tops were *rounded*, and the cubic form was not sufficiently preserved.

"The rude specimen" from Fourth to Fifth street, was with difficulty obtained at all ; and *rougher* and *longer*

pieces were received, (not conformable to contract,) and used, in order that the *first* opportunity for an experiment in this line might not be lost, and all subsequent improvement.

Among *the streets of the second class*, for which *tramways* are recommended, Mulberry street might be included, (although there is much heavy travel upon it,) because of its greater width. The whole width between the curb-stone might be divided into *five* lines of tramways of materials properly chosen and suitably dressed. This arrangement would facilitate the transit of vehicles from one line to another, and enable those travelling faster to go ahead of those going necessarily slower.

The time has arrived when it would be proper to make preparation for a substitute for at least a portion of pebble-stone paving, as the supply of that article is becoming somewhat difficult, and when that is the case those of inferior quality are obtruded, and sometimes from necessity used.

Respectfully submitted.

AD. TRAQUAIR, Pres't.

APPENDIX, No. X.

Philada., Dec. 18, 1845.

Resolved, That the Committee on Finance be, and they are hereby authorized to sell a certain yearly rent charge of two hundred and eighty dollars, owned by the Mayor, Aldermen and Citizens of Philadelphia, payable by Henry Bickley, his heirs and assigns, and issuing out of all that certain lot or piece of ground, with the buildings and improvements thereon erected, situate on the east side of Schuylkill Sixth street, at the distance of one hundred and thirty-six feet southward from the south side of High street, in the City of Philadelphia, containing in front or breadth on the said Schuylkill Sixth street forty feet, and extending in length or depth eastward one hundred and ninety-eight feet. Bounded northward partly by a court sixteen feet wide, (left open by John Mallowney, extend-

ing one hundred and ninety-seven feet eastward from the said Schuylkill Sixth street, for the accommodation of the lot bounding thereon,) and partly by the strip of ground one foot in breadth, hereinafter described; eastward by ground late of Israel Israel, southward by a public alley or street twenty-five feet wide, called Baker street, and westward by Schuylkill Sixth street aforesaid: And also the said strip of ground above mentioned, of one foot in breadth east and west, by sixteen feet north and south, separating the rear end of the said sixteen feet wide court from the ground late of the said Israel Israel: And to cause the City seal to be affixed to the necessary deeds of conveyance or extinguishment to the purchaser thereof.

EDMUND WILCOX,
WILLIAM MORRIS,
C. GILPIN,
JOHN TRUCKS,
JOHN C. DAVIS,
JNO. RODMAN PAUL,
Committee.

APPENDIX, No. XI.

To the Select and Common Councils:

In compliance with the duty imposed by the ordinance of October 1st, 1835, the Committee on Public Highways report the following estimate of the amount that will be required for the public service in their department for the year 1846.

No. 1. For new paving,	\$6,150 00
2. For repaving,	6,350 00
3. For hammered stone for two squares,	5,000 00
4. For repairing streets and paving over water pipes,	8,500 00
5. For new culverts,	3,400 00
6. For repairs to culverts, inlets, and cleansing culverts,	2,000 00
Amount carried forward,	<hr/> \$31,400 00

Amount brought forward,	31,400 00
7. For repairs and labour on City Rail- road,	3,500 00
8. For miscellaneous purposes,	3,500 00
	<hr/>
	\$38,400 00
Less unexpended balance, 1845,	1,652 08
	<hr/>
	\$36,747 92

Respectfully submitted.

Phila., January 7th, 1846.

HENRY C. CORBIT, *Chairman*,
 DANIEL L. MILLER,
 SAUNDERS LEWIS,
 JAMES J. BOSWELL,
 ALGERNON S. ROBERTS,
 A. J. LEWIS,
 T. C. ROCKHILL.

APPENDIX, No. XII.

To the Select and Common Councils:

The Committee on Police, in compliance with a requisition in the third section of an ordinance, passed on the first day of October, A. D. 1835, respectfully

REPORT—

An estimate of the amount of money required for the public service in this department of the Corporation, for the year A. D. 1846, as follows, viz. :—

1st. Pay of watchmen and night police, rent of station houses, fuel for station houses,	\$63,021 00
2nd. Pay of day police, including clerk of po- lice, and clerks of markets,	15,000 00
3rd. Gas, oil, lamps, and lamp posts,	39,000 00
	<hr/>
Amount carried forward,	\$117,021 00

Amount brought forward,	\$117,021 00
4th. Miscellaneous, including cost of destroying dogs, rewarding persons active in bringing offenders to justice, carpenters' and bricklayers' work and materials, prison carriage and horses, &c.	6,000 00
5th. For the purchase of a station house for the use of the night police,	7,500 00
	<hr/>
	\$130,521 00
From this amount deduct the unexpended balance of 1845,	\$3,055 93
Less amount of outstanding bills,	700 00
	<hr/>
	2,355 93
	<hr/>
	<u>\$128,165 07</u>

Lighting, etc. Delaware Avenue.

To be paid by the Commissioners of the Girard Estates for lighting Delaware Avenue in 1846,	920 00
Deficit in appropriation last year,	147 88
	<hr/>
	\$1,067 88

Committee Room, Jan. 5th, 1846.

CHAS. A. POULSON, *Chairman*,
 WILLIAM MORRIS,
 CHAS. NORRIS,
 JOHN TOWNE,
 JOHN TRUCKS,
 ROBERT TOLAND,
 JOHN P. WETHERILL,

Committee on Police.

FRIDAY, November 14th, 1845.

11 o'clock, A. M.

Council met—Present

Messrs. Amos,
Binney,
Campbell,
Fisher,
Lewis,
Norris, C.,
Orne,

Messrs. Paul,
Poulson,
Souder,
Snowden,
Towne,
Wilcox,
Norris, Pres't.

A message from Select Council informed,

That they were ready to meet Common Council in their Chamber, for the purpose of proceeding in a body to pay their respects to the Governor of the Commonwealth.

Mr. Souder moved,

That Select Council be informed that this Council is ready to receive them in their Chamber.

Which was agreed to.

Another message informed,

That Select Council had passed the following:

Resolved, That the Committee on City Property be instructed to tender to his Excellency, Francis R. Shunk, Governor of the Commonwealth, the use of Independence Hall, for the purpose of receiving his friends, at such time as shall suit his convenience.

Which was twice read, and passed.

So Common Council concurred.

After a short time, the President, Clerk and Members of the Select Council, entered.

Councils being assembled in Convention, a Committee from Select Council introduced the Mayor and Recorder; and the Select and Common Councils, accompanied by them, proceeded to pay their respects to the Governor of the Commonwealth.

After which Councils returned to their respective Chambers, and

Adjourned.

THURSDAY, November 20th, 1845.

Council met—Present,

Messrs. Agnew,
Binney,
Campbell,
Corbit,
Davis,
Fisher,
Lewis,
Miller,
Mentz,

Messrs. Norris, C.
Orne,
Paul,
Percival,
Poulson,
Souder,
Snowden,
Wilcox,
Norris, Pres't.

The President

Laid before Council a communication from the Board of Commissioners of the District of Spring Garden, informing Councils that their Resolutions and communications respecting the Schuylkill Water had been received and referred to the Watering Committee.

Which was read, and laid on the table.

Also,

A petition from the occupants of stalls in the Western Market House in High street, asking that curtains may be placed behind the stalls in the said Market House.

Which was read, and referred to the Committee on City Property.

Mr. Corbit

Presented a petition from citizens asking Councils to take immediate measures to have one or more squares of hammered cubical stone blocks laid every year.

Which was read, and referred to the Committee on Public Highways.

Mr. Wilcox,

From the Committee on Finance, made a report (*Appendix No. 3.*) with a resolution annexed, to wit:

APPENDIX, No. XV.

To the Select and Common Councils of the City of Philadelphia:

The Building Committee of the Girard College for Orphans, respectfully submit their Thirteenth Annual Report.

In consequence of the very liberal appropriation made by Councils, the Committee have been enabled to prosecute the work entrusted to them with great rapidity; they have nearly realized all they expected or promised to perform this season, and the community may now look forward with confidence to the prospect of its early completion.

The principal cause of not accomplishing all that was intended to have been done during the past season, was the difficulty of procuring marble for the main building. The Committee had taken the precaution to devote the whole of the unexpended balance of the previous year to the purchase of marble, to be delivered early in the spring, but in this they were disappointed, as the material was not delivered within the time specified. The Committee however must not be understood as censuring the contractor, as they have reason to believe that he exerted himself to the utmost of his ability to furnish it in proper time. When we take into consideration the quality of the marble, and the size of the blocks required for the columns and architraves, it is not surprising that the performance of this duty has been attended with delay. This difficulty is now surmounted, as all the important pieces for the northern portico are on the ground; notwithstanding the delay thus occasioned, had the weather continued favourable a few weeks longer, the northern portico would have been entirely finished.

The Committee, desirous of carrying forward the work, and believing it would meet the approbation of Councils, have continued the operations during the winter, by putting the fluting of the columns on the western flank under contract, on which about thirty of the marble masons are now engaged; another portion of them are at work in the main building, dressing and setting the flooring tiles.

The prosecution of the work during the absence of the architect, has been faithfully carried on by the superintendent, Mr. Findley Highlands, in strict conformity with

the plans and drawings, and in a manner that meets entire approbation.

The quality of the material used and the work done during the last year, we believe, is equal in every respect to that of previous years.

The enclosing of the two western out-buildings was given out by contract: the marble work to Mr. William Struthers, the brick work to Mr. Joseph S. Walter, and the carpenter work to Mr. John Lindsay. These buildings would have been enclosed previous to the first of January, had not the winter set in unusually early, and prevented the completion of the marble work; the walls however, are protected, and will not receive injury during the winter; they are so far advanced that they can be finished early in the spring.

The Committee are happy to have it in their power to announce to Councils the return of the Architect, Thomas U. Walter Esq., from his labours in a foreign country, and that he is now actively engaged in maturing his plans, and will devote the whole of his time and talents to the vigorous prosecution of the work. Should Councils co-operate and second the efforts of the Committee by making the appropriation required by the estimate of the Architect, they trust that the whole of this great work will be completed early in the year 1847.

On the 1st of January, 1845, there remained	
of the appropriation of the previous year,	
an unexpended balance to the credit of the	
Committee amounting to	\$15,142 56
Add Appropriation of 1845,	225,000 00
	<hr/>
Making a total of	\$240,142 56
being the entire sum subject to the control	
of the Committee during the past year.	
Within that period the expenditures have	
been	158,859 56
	<hr/>
Leaving a balance of	\$81,283 00

Of this sum about \$26,500 will be required for the payment of outstanding debts, and the balance for fluting the western columns now under contract, for constructing the marble flooring of the interior, and the steps for the exterior of the main building, &c.

For a more particular statement of the progress of the

work during the past year, and the amount required to make an entire finish, the Committee refer to the Report of the Architect, submitted herewith. They also invite the special attention of Councils to the estimates therein presented, for completing within the present and early part of the ensuing year, all of the College buildings and appendages.

Being assured that the whole can be completed within the time specified, the Committee ask that the sum of \$175,000 be placed at their disposal, which will enable them to make the necessary contracts, and have all the parts progressing simultaneously; they therefore append hereunto the draft of an Ordinance for that purpose.

JOHN AGNEW, *Chairman*,
 WILLIAM MORRIS,
 JOHN RODMAN PAUL,
 JOHN C. DAVIS,
 ALGERNON S. ROBERTS,
 ISAAC ELLIOTT,
 JAMES J. BOSWELL,
 JACOB AMOS,

Committee.

An Ordinance

Making an Appropriation for the Construction of the Girard College for Orphans.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the sum of one hundred and seventy-five thousand dollars be and the same is hereby appropriated for the farther construction of the Girard College for Orphans for the ensuing season.

REPORT OF THE ARCHITECT.

GIRARD COLLEGE, December 27, 1845.

To the Building Committee of the Girard College:

Gentlemen,—In conformity with your instructions, I proceed to lay before you a summary of the progress which has been made towards completing the College buildings during the past year, with an account of the materials now

on the ground, and an estimate of what will be required to make an entire finish.

The work has been chiefly confined during the season to the northern portico, and the western out-building; and I have the satisfaction to say, that these portions of it have been prosecuted with great zeal and activity. Notwithstanding there have been many and serious delays in the delivery of the marble, which could not have been foreseen, we have very nearly realized the execution of all that was proposed in the last Annual Report.

All the columns and architrave, and most of the frieze of the northern portico, are constructed; the level cornice is all wrought, and a considerable portion of it set; all the work of the pediment is wrought except a few pieces of the raking cornice; 267 roofing tiles and 160 saddle tiles have been executed, leaving but 6 tiles and 152 saddles yet to be done to complete every thing pertaining to the roof.

The marble work for enclosing one of the western out-buildings is entirely completed, and that of the other is ready to receive the cornice;—two or three weeks more of mild weather would have enabled us to put both of these buildings under roof; it will therefore require but a very short time after the spring opens to finish all that it was designed to accomplish on these buildings out of the present appropriation.

About 8000 superficial feet of flooring tiles have been wrought, and the workmen are about commencing to lay them, the bricklayers being now engaged in bringing the floors to the proper level. We propose to prosecute this part of the work during the winter, the building being comfortably warmed by the temporary furnaces, and it being desirable, as well to hasten the work, as to give employment to the workmen at a time when they will need it most.

The fluting of all the columns on the western flank is under contract, and the stonecutters are now engaged in prosecuting the work, which will also be continued during the winter, small moveable shops having been placed around the columns, which effectually protect the workmen from the weather, and at the same time constitute an excellent and economical scaffolding, which admits of being lowered from the top by ropes as the work progresses: these columns will, no doubt, all be fluted by the opening of the ensuing season.

A considerable quantity of the marble for the outside steps of the main building has been delivered, and the contractors intend to go on with the fulfilment of their respective contracts during the winter.

The materials now on the ground, of every description, wrought and unwrought, which have not yet been employed in the buildings, are worth about \$54,500. They embrace the marble for the whole of the frieze, cornice and pediment of the northern portico, (excepting about 1000 cubic feet which remain to be delivered); also 310 feet of marble for outside steps of the main building; about 2,300 feet suitable for the flooring of the porticoes; 267 roofing tiles, 170 saddle tiles, 16,750 flooring tiles, (leaving a deficiency of about 8,000); all the copper required for roofing the western out-buildings; \$2,000 worth of flooring boards; and a considerable quantity of boards and timber suitable for the out-buildings and the centering of the arches of the northern portico.

After a careful revision of my former estimates, and having, in fact, re-estimated all that remains to be done, I find that the entire cost of finishing all the buildings, enclosing the whole 45 acres, and filling up and regulating the grounds, will be about \$204,000—as follows—

For finishing the northern portico, including the marble roof, arching, &c.,	\$20,760 00
For constructing the ceiling of the porticoes and fluting the western columns,	9,500 00
For marble work of the portico floor, including materials, cellar window gratings, &c.,	15,350 00
For finishing the interior of the main building,	48,500 00
For the marble work of the outside steps of the main building, including setting iron-work and materials,	14,500 00
For foundations of the outside steps, &c.,	5,700 00
For finishing the out-buildings,	61,800 00
For paving footways around all the buildings, digging and constructing gravel walks, &c.,	2,660 00
For wall to enclose the whole 45 acres, including gates of entrance,	66,000 00
For constructing drains, regulating grounds, and incidental expenses,	14,000 00
Making,	<hr/> \$258,770 00

Brought forward,	258,770 00
To this sum should be added the debts now due to contractors, and the per centage retained on contracts to insure their faithful performance, amounting in the aggregate to about	26,513 00
Making,	<hr/> \$285,283 00
From which deduct the unexpended balance of the last appropriation,	81,283 00
Leaving,	<hr/> \$204,000 00

as the amount required over and above the present appropriation, to complete the entire work.

In the report of 1844, made by the Superintendent during my absence, you will observe that the estimate for finishing the work, which was collated from the detailed calculations I made previous to my leaving the city, fixes the expense of the wall for enclosing the grounds, with the gates of entrance, at \$45,000, while in the foregoing estimate I make it to cost \$66,000; this difference arises from the fact that the wall in the former calculation was designed, at the suggestion of the Committee, to embrace *but* 23½ acres of the ground, as will be seen by referring to the original document, while in the latter case I have estimated the expense of enclosing *the whole* 45 acres.

As it regards what yet remains to be done, I would respectfully suggest that the several portions of the work not already contracted for, be put immediately under contract, so that every part of it may be prosecuted simultaneously. Should this course be pursued, I have little doubt that the whole may be completed in the early part of the year 1847.

I have the satisfaction to say, that the execution of every part of the work merits unqualified approbation, and reflects great credit on the Superintendent as well as the contractors. The plans of the northern portico have been carried out with the same scrupulous exactness which has characterized all other portions of the building, and the entire work has been conducted with extraordinary system and economy. As I have been absent for more than a year, I take the greater pleasure in thus rendering to

the Superintendent and his coadjutors the credit to which they are so justly entitled.

I have the honour to be, gentlemen, with great respect and consideration,

Your obedient servant,

THOMAS U. WALTER, *Architect,*
Girard College.

J. AGNEW, Esq.,

Chairman of Building Committee
Girard College for Orphans.

APPENDIX, No. XVI.

To the Select and Common Councils of the City of Philadelphia :

The Managers of the Wills Hospital submit to Councils their Twelfth Annual Report.

The expenses for the year 1845, ending on the 31st of last month, amount to \$3622 26. And were paid by orders drawn upon the Hospital Fund under care of the Committee on Legacies and Trusts, for the following purposes:

For House Expenses,	\$2,233 69
“ Salaries and Wages,	1,082 01
“ Medical Department,	274 44
“ Repairs to Real Estate,	32 12
	<hr/>
	\$3,622 26

The number of residents and patients during the year was 171, including 22 remaining from 1844.

The number discharged during the same period was 147, leaving 24 in the House at the close of the past year.

Of those left in the Hospital, there were natives of

The United States,	81
Ireland,	50
England,	10
Germany,	5
Sweden,	1
	<hr/>
	147

Of whom	122	were cured.
	15	“ relieved.
	2	“ incurable.
	7	left at their own request.
	1	eloped.

In addition to those admitted into the Hospital, there was a large number of out-door patients, who received the aid of this institution, exceeding in number, during some months of the year, those who were regularly admitted; and to whom advice and medicines were gratuitously furnished.

The Steward's account was examined by a Committee appointed for that purpose, and exhibited a balance of \$233 90 in his hands, arising from the board of pay patients and other sources, which was paid to the City Treasurer.

The Managers in rendering to Councils this annual statement of the affairs of an institution, the entire government of which is entrusted to their care, may be allowed to express the great satisfaction it affords them, that no circumstance has occurred to lessen its means for usefulness, or to alter its condition of uniform prosperity.

Pursuing a quiet and unobtrusive course, the Wills Hospital is extending its benefits to “the indigent blind and lame,” to the destitute freely, as well as to those of slender means, who would yet prefer the payment of a small remuneration for the comforts and advantages which they enjoy within our walls.

The field of our labours, although limited in its character, is one of deep interest, and every year adds to the value and increases the celebrity of the institution as an Eye Infirmary. We need hardly repeat, that amongst the prominent causes which contribute to this result, are the kind attentions and skilful treatment bestowed by the physicians, who discharge their duties with a promptitude and fidelity which merits our warmest approval.

Respectfully submitted.

JNO. RODMAN PAUL, *President.*

CHARLES ELLIS, *Secretary.*

Philada. 1st Mo. 1846.

APPENDIX, No. XVII.

An Ordinance

Relating to Water Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That so much of an Ordinance entitled "An Ordinance relating to Water street," passed the 4th day of December, 1845, as authorizes and requires the Committee on Public Highways to pay Jeremiah Van Brunt the sum of seven hundred and fifty dollars, be and the same is hereby repealed.

SECTION 2. That the Committee on Public Highways be authorized and directed to pay to Tunis Van Brunt, the sum of seven hundred and fifty dollars, which amount he has agreed to accept as compensation for injury done his property, situate on the west side of Water street, commencing at the distance of one hundred and twenty-two feet from the north side of Sassafras street, and extending in front on said Water street northward forty-six feet one inch and one half of an inch, by taking a portion thereof from the front on Water street, by the laying out of Water street anew.

APPENDIX, No. XVIII.

To the Select and Common Councils of the City of Philadelphia :

The Committee on Legacies and Trusts, to whom was referred, on the 18th December last, a communication from David Davis, asking to have certain real estate released from a lien held by the Corporation,

REPORT—

That the existing lien against Mr. Davis arises from a judgment entered against him in the District Court, on a bond given by him and others as surety for William H.

Poineer, a borrower from the Franklin bequest, and amounts to \$260 at 5 per cent. interest.

The Committee, with the assistance of the City Solicitor, investigated the matter, and are of opinion that the release of the property described may be given without prejudice to the security, there being other real estate of Mr. Davis, and also another surety in the bond.

They therefore offer a resolution to that effect.

All which is respectfully submitted.

Philada., Jan. 15, 1846.

GEO. CAMPBELL, *Chairman*,
ALGERNON S. ROBERTS,
EDMUND A. SOUDER,
ROBERT TOLAND,
GEO. R. FISHER,
WM. G. MENTZ.

Resolved, That the Mayor be authorized and directed, on behalf of the Mayor, Aldermen and Citizens of Philadelphia, to release from the lien of a judgment entered in the District Court for the City and County of Philadelphia, on the 26th day of November, 1845, to September Term, 1845, No. 249, in which the Mayor, Aldermen and Citizens of Philadelphia are plaintiffs, and William H. Poineer, William Hutchinson and David Davis are defendants, the following described lots of ground, with the buildings thereon erected, owned by David Davis, one of the said defendants: A certain lot or piece of ground, with a two-story stone building thereon erected, situate on the south side of Andrew street, at the distance of 251 and 1-10th feet westwardly from the intersection of said Andrew street and Woodland street, in the borough of West Philadelphia: containing in front on said Andrew street eighteen feet, and in length or depth on the east line eighty-eight feet, and on the west line eighty-seven feet: Being the easternmost portion of the same lot which John H. McIlvaine and Sarah A. his wife, by indenture dated the 7th October, A. D. 1840, recorded in deed book G. S., No. 25, p. 482, &c., granted and conveyed unto the said David Davis, his heirs and assigns.

And a certain lot or piece of ground with the buildings thereon erected, situate on the north side of Woodland street, in the borough of West Philadelphia, containing in

front on said Woodland street twenty feet, and in length or depth on the north-eastwardly side 87 feet 2 inches, to an angle thence running north-eastwardly 78 feet 3 inches to Andrew street, where it contains 18 feet westwardly to a lot of ground belonging to Hugh McIlvaine, Junior, thence running south-west by south 88 feet to an angle, thence running south-east by south 32 feet and 3-10ths of a foot to Woodland street aforesaid: Being the same premises which John W. Vogdes, by indenture dated the 16th of February, A. D. 1839, recorded in deed book G. S., No. 25, p. 484, &c., granted and conveyed unto David Davis, his heirs and assigns: *Provided*, the other defendants in said judgment consent thereto.

APPENDIX, No. XIX.

An Ordinance

To supply Deficiencies in the Appropriations of the
Year 1845.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That for the purpose of supplying deficiencies in the appropriations made in the year 1845, the sum of ten thousand dollars be, and the same is hereby appropriated out of the unexpended balance of the income of the residuary portion of the Girard Estates: said sum to be paid into the City Treasury by the Treasurer of the Girard Fund upon the requisition of the Committee on City Property.

APPENDIX. No. XX.

ANNUAL RENT ROLL of the Income of the Corporate Estate of the City of Philadelphia, ending December 31st, 1845.

PROPERTY WHERE SITUATED.	TO WHOM LEASED.	COMMENCEMENT OF LEASE.	TERMINATION OF LEASE.	RENT PER ANNUM.	PAYABLE.	RENTS PAID.	REMARKS.
Vine Street Landing, - Sesamee Street Landing, - Mulberry Street Landing, - High Street Landing, - Chesnut Street Landing, - Walnut Street Landing, - Houses and Lot on Water Street, near Driveways, - Driveways, - Spruce Street Landing, - Fifth Street Landing, - Cedar Street Landing, - Tobacco Warehouse, - Do, - Store No. 1 Dock Street, - Do, - Store No. 3 Dock Street, - Store No. 5 Dock Street, - Store No. 7 Dock Street, - Store No. 9 Dock Street, - Store No. 11 Dock Street, - Store No. 13 Dock Street, - Lot on Dock Street, Front to Water - Store No. 1 South Front Street, - Store No. 2 South Front Street, - Store No. 3 South Front Street, - Store No. 4 South Front Street, - Store No. 5 South Front Street, - State House, (second floor,) - Second-story W. Loos, (two,) - Scotchman's W. Loos, (corner of Lombard & Tenth Streets, - Houses in Ann Street, between Schuylkill and 7th Streets, - H. Kill and 7th Streets, - Kill and 7th Streets, between Schuylkill and 7th Streets, - Lot, north side of Chestnut Street, extending from Schuylkill Front to City Station, - City Station, - Lot, N. E. cor. Chestnut & Beach Streets, on Lombard Street, between 10th and 11th Streets, - Vine Street Landing, (Schuylkill,) - Sesamee Street Landing, - Cherry Street Landing, - Fifth Street Landing, - Filbert Street Landing, - Lot occupied by the Gas Works, - Chestnut Street Landing on Schuylkill, - Chestnut Street Landing, comprising No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 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1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 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1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2							



APPENDIX, No. XXI.

ACCOUNT
OF
RECEIPTS AND PAYMENTS
AT
THE CITY TREASURY,

From January 1st, 1845, to December 31st, 1845.

33

C_R.5

of the Common Council.

35

of Philadelphia,—C. Stevenson, City Treasurer.

C_R.

<i>February, 1845.</i>		<i>Dolls. C.</i>	<i>Dolls. C.</i>
Amount brought forward,		8532 25	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,		700 00	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,		1355 39	
By Sinking Fund, paid Mayor's orders, this month,		4141 00	
By Samuel Scottin's Legacy, paid Mayor's orders, this month,		12 00	
By the Stockholders' Interest Account, paid sundry stockholders, this month,		1275 30	
		<hr/>	16015 94
By Balance in the Treasury,			99673 65
			<hr/>
			115689 59
			<hr/>
<i>March, 1845.</i>			
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,		491 58	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,		6733 50	
By Appropriation 3, The Committee on Police, paid Mayor's orders, this month,		14021 89	
By Appropriation 4, The Committee on Public Highways, paid Mayor's orders, this month,		1019 49	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,		700 00	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,		1008 14	
By Appropriation 7, The Committee on Legacies and Trusts, paid Mayor's orders, this month,		425 00	
By Sinking Fund, paid Mayor's orders, this month,		1010 00	
		<hr/>	
Amount carried forward,		25409 60	

Dr.

Cash Account of the Mayor, Aldermen, and Citizens

<i>March, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
Amount brought forward, . . .	14748 62	99673 65
To Fines and Penalties, received from Edward Olmsted and John B. Kenney,	132 07	
To Appropriation 4, received from Adam Traquair, .	10 00	
To City Railroad, received from John Neff, . . .	483 10	
To Registered Taxes, received during the month, .	74 70	
To John Diehl, on account of rents,	2014 00	
To Water Rents of 1845, received from S. W. Rush,	505 92	
To Market Rents, received from Clerks of Market, .	14 72	
		17983 13
		,
		117656 78
<i>April, 1845.</i>		
To Balance in the Treasury,		90890 73
To Thomas Miller, on account of water rents for 1845, received during the month,	3300 00	
To George W. Gillingham, ditto, ditto,	3700 00	
To James Hickey, ditto, ditto,	3300 00	
To Joshua Henszey, on account of taxes for 1844, re- ceived during the month,	260 00	
To John Yard, Jr., in full of taxes for 1844, . . .	201 44	
To Daniel C. Lockwood, on account of taxes for 1844, received during the month,	240 00	
To William F. Slaughter, ditto, ditto,	260 00	
To Robert Heberton, in full of taxes for 1844, . .	563 25	
To Charles Remington, ditto, ditto,	531 85	
To Peter L. Ferguson, ditto, ditto,	86 36	
To Robert H. Beresford, on account of taxes for 1844, re- ceived during the month,	220 00	
To Thomas H. Allen, ditto, ditto,	350 00	
To Contingent Moneys, received from Adam Traquair during the month,	820 63	
To Sinking Fund, received for sales of U. S. Bank stock, interest and premium on loan,	4476 49	
To Fines and Penalties, received from Edward Olmsted and John B. Kenney,	18 28	
To Appropriation 4, received from A. Traquair and T. K. Wallace,	249 45	
Amount carried forward,	18577 75	90890 73

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<i>March, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
Amount brought forward, . .	25409 60	
By the Stockholders' Interest Account, paid sundry stock- holders, this month,	1356 45	
By Balance in the Treasury,		26766 05 90890 73
		117656 78
 <i>April, 1845.</i>		
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,	1662 98	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,	1947 10	
By Appropriation 3, The Committee on Police, paid Mayor's orders, this month,	6937 26	
By Appropriation 4, The Committee on Public Highways, paid Mayor's orders, this month,	2174 89	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,	700 00	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,	3058 49	
By Sinking Fund, paid Mayor's orders, this month, .	1420 22	
Amount carried forward,	17900 94	

of the Common Council.

39

of Philadelphia,—C. Stevenson, City Treasurer.

C_R.

<i>April, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
Amount brought forward, . . .	17900 94	
By the Stockholders' Interest Account, paid sundry stock- holders, this month,	209 90	
	<hr/>	18110 84
By Balance in the Treasury,		100975 06
		<hr/>
		119085 90
		<hr/>
<i>May, 1845.</i>		
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,	1385 75	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,	352 91	
By Appropriation 3, The Committee on Police, paid Mayor's orders, this month,	7548 76	
By Appropriation 4, The Committee on Public Highways, paid Mayor's orders, this month,	1929 08	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,	750 00	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,	1984 82	
By Sinking Fund, paid Mayor's orders, this month,	1732 46	
By the Stockholders' Interest Account, paid sundry stock- holders, this month,	877 60	
	<hr/>	16561 38
By Balance in the Treasury,		112017 68
		<hr/>
		128579 06
		<hr/>

DR.

Cash Account of the Mayor, Aldermen, and Citizens

<i>June, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
To Balance in the Treasury,		112017 68
To Thomas Miller, on account of water rents for 1845, received during the month,	2900 00	
To George W. Gillingham, ditto, ditto,	4480 00	
To James Hickey, ditto, ditto,	3500 00	
To Contingent Moneys, received from sundry persons, during the month,	1803 08	
To Fines and Penalties, received from Clerk of Police and Superintendent of Permanent Bridge,	33 16	
To Appropriation 4, received from Adam Traquair,	6 00	
To General Appropriation Account, received from C. S. Smith, Treasurer of Girard Trusts,	4001 94	
To City Railroad, received from John Neff,	871 17	
To Registered Taxes, received during the month,	31 92	
To John Diehl, on account of rents,	1014 00	
To Water Rents of 1845, received from S. W. Rush and Treasurer of Southwark,	13211 19	
To Market Rents, received from Clerks of Market,	21 23	
		31873 69
		<hr/>
		143891 37
		<hr/>
<i>July, 1845.</i>		
To Balance in the Treasury,		114686 05
To James Hickey, on account of water rents for 1845, received during the month,	2680 00	
To John H. Curtis, in full of taxes for 1844,	904 57	
To Contingent Moneys, received from sundry persons, during the month,	177 47	
To Sinking Fund, received interest and premium on loans,	159 00	
To Fines and Penalties, received from Orrin Bailey, Clerk of Police,	13 82	
To Commonwealth of Pennsylvania, received from Wil- liam Fennell, Register of Philadelphia Gas Works,	1401 75	
To Registered Taxes, received during the month,	124 05	
To John Diehl, on account of rents,	4942 00	
		<hr/>
Amount carried forward,	10402 66	114686 05

of the Common Council.

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of Philadelphia,—C. Stevenson, City Treasurer.

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<i>June, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,	737 62	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,	3527 53	
By Appropriation 3, The Committee on Police, paid Mayor's orders, this month,	16158 46	
By Appropriation 4, The Committee on Public Highways, paid Mayor's orders, this month,	2933 23	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,	840 37	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,	3057 75	
By Appropriation 7, The Committee on Legacies and Trusts, paid Mayor's orders, this month,	46 90	
By Sinking Fund, paid Mayor's orders, this month,	1021 51	
By the Stockholders' Interest Account, paid sundry stockholders, this month,	881 95	
		29205 32
By Balance in the Treasury,		114686 05
		<hr/>
		143891 37
		<hr/>
<i>July, 1845.</i>		
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,	2014 34	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,	1827 34	
By Appropriation 3, The Committee on Police, paid Mayor's orders, this month,	7585 97	
By Appropriation 4, The Committee on Public Highways, paid Mayor's orders, this month,	3250 16	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,	1442 00	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,	3611 12	
By Appropriation 7, The Committee on Legacies and Trusts, paid Mayor's orders, this month,	4128 10	
By Sinking Fund, paid Mayor's orders, this month,	2800 00	
By Commonwealth of Pennsylvania, paid Mayor's orders, this month,	8241 45	
Amount carried forward,	34900 48	

Cash Account of the Mayor, Aldermen, and Citizens

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of the Common Council.

43

of Philadelphia,—C. Stevenson, City Treasurer.

CR.

<i>July, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
Amount brought forward, . . .	34900 48	
By the Stockholders' Interest Account, paid sundry stock- holders, this month,	46723 85	81624 33
By Balance in the Treasury,		44348 38
		<hr/>
		125972 71
 <i>August, 1845.</i>		
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,	3188 63	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,	267 71	
By Appropriation 3, The Committee on Police, paid Mayor's orders, this month,	6923 22	
By Appropriation 4, The Committee on Public Highways, paid Mayor's orders, this month,	5223 53	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,	962 25	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,	3025 58	
By Appropriation 7, The Committee on Legacies and Trusts, paid Mayor's orders, this month,	1800 00	
By Sinking Fund, paid Mayor's orders, this month,	1004 77	
By Interest Account of the Fund to purchase fuel, paid Mayor's orders, this month,	250 00	
By Certificates of Five per cent. loan, redeemable January 1, 1840, paid Margaret Coleman,	300 00	
By the Stockholders' Interest Account, paid sundry stock- holders, this month,	2437 05	25382 74
By Balance in the Treasury,		60754 82
		<hr/>
		86137 56

Dr.

Cash Account of the Mayor, Aldermen, and Citizens

<i>September, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
To Balance in the Treasury,		60754 82
To Samuel T. James, on account of taxes for 1845, received during the month,	550 00	
To John Yard, Jr., ditto, ditto,	600 00	
To Robert P. James, ditto, ditto,	500 00	
To Daniel C. Lockwood, ditto, ditto,	1000 00	
To James B. Beers, ditto, ditto,	2000 00	
To Robert Heberton, ditto, ditto,	900 00	
To Emanuel D. Brown, ditto, ditto,	1000 00	
To William S. Poulson, ditto, ditto,	2705 00	
To Edmund N. Fisher, ditto, ditto,	900 00	
To Edmund J. Yard, ditto, ditto,	500 00	
To Robert H. Beresford, ditto, ditto,	2050 00	
To Thomas H. Allen, ditto, ditto,	1100 00	
To William Alexander, ditto, ditto,	1150 00	
To Contingent Moneys, received from sundry persons, during the month,	1080 44	
To Sinking Fund, received interest, dividends, and premiums, during the month,	4561 37	
To Fines and Penalties, received from Orrin Bailey, Clerk of Police,	55 00	
To General Appropriation Account, received from J. R. Snowden, State Treasurer,	2269 44	
To Appropriation 4, received from A. Traquair,	16 50	
To Appropriation 7, received from George Campbell, Chairman of Committee,	32 53	
To Registered Taxes, received from Daniel C. Lockwood,	14 40	
To Interest Account of the Fund to purchase fuel, received 6 months' dividend on Pennsylvania Bank stock,	35 00	
To Paul Beck, Jr.'s, Legacy, received from Paul Lajus 6 months' ground rent,	250 00	
To City Railroad, received from John Neff,	585 50	
To John Diehl, on account of rents,	3612 00	
To Water Rents of 1845, received from S. W. Rush,	486 49	
To Market Rents, received from Clerks of Market,	19 75	
		27973 42
		88728 24

of the Common Council.

45

of Philadelphia,—C. Stevenson, City Treasurer.

C_R.

<i>September, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,	5503 09	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,	8451 21	
By Appropriation 3, The Committee on Police, paid Mayor's orders, this month,	12787 29	
By Appropriation 4, The Committee on Public Highways, paid Mayor's orders, this month,	3187 84	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,	981 33	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,	2284 71	
By Appropriation 7, The Committee on Legacies and Trusts, paid Mayor's orders, this month,	600 00	
By Sinking Fund, paid Mayor's orders, this month,	811 12	
By Trustees of the Ice Boat, paid Mayor's orders, this month,	2000 00	
By the Stockholders' Interest Account, paid sundry stock-holders, this month,	178 90	
		36785 49
By Balance in the Treasury,		51942 75
		88728 24

Dr.

Cash Account of the Mayor, Aldermen, and Citizens

October, 1845.	Dolls. C.	Dolls. C.
To Balance in the Treasury,		51942 75
To Thomas Miller, in full of water rents for 1845, .	986 95	
To George W. Gillingham, ditto, ditto, .	31 49	
To James Hickey, ditto, ditto, .	305 86	
To Samuel T. James, on account of taxes for 1845, received during the month,	750 00	
To John Yard, Jr., ditto, ditto, .	1000 00	
To Robert P. James, ditto, ditto, .	500 00	
To Daniel C. Lockwood, ditto, ditto, .	1250 00	
To James B. Beers, ditto, ditto, .	3000 00	
To Robert Heberton, ditto, ditto, .	1150 00	
To Emanuel D. Brown, ditto, ditto, .	1000 00	
To Isaac Sulger, ditto, ditto, .	1400 00	
To William S. Poulson, ditto, ditto, .	2000 00	
To Edmund N. Fisher, ditto, ditto, .	2000 00	
To Edmund J. Yard, ditto, ditto, .	1700 00	
To Robert H. Beresford, ditto, ditto, .	1550 00	
To Thomas H. Allen, ditto, ditto, .	1600 00	
To William Alexander, ditto, ditto, .	1550 00	
To Sinking Fund, received interest and premium on exchange of loans,	139 67	
To Fines and Penalties, received from Alderman Davis during the month,	55 25	
To Appropriation 3, received from Peter McCall, Mayor,	33 50	
To Appropriation 4, received from the Trustees of the Philadelphia Gas Works,	228 95	
To General Appropriation Account, received of Penrose Ash, County Treasurer,	2589 64	
To John Diehl, on account of rents,	3388 50	
To Water Rents of 1845, received from S. W. Rush,	320 25	
		28530 06
		80472 81
November, 1845.		
To Balance in the Treasury,		64496 98
To Samuel T. James, on account of taxes for 1845, received during the month,	1200 00	
To John Yard, Jr., ditto, ditto, .	1900 00	
Amount carried forward,	3100 00	64496 98

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CR.

<i>October, 1845.</i>		<i>Dolls. C.</i>	<i>Dolls. C.</i>
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,		2795 17	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,		484 40	
By Appropriation 3, The Committee on Police, paid Mayor's orders, this month,		6752 42	
By Appropriation 4, The Committee on Public Highways, paid Mayor's orders, this month,		2371 23	
By Appropriation 5, The Committee on Cleansing the City, paid Mayor's orders, this month,		450 00	
By Appropriation 6, The Committee on City Property, paid Mayor's orders, this month,		1748 35	
By Appropriation 7, The Committee on Legacies and Trusts, paid Mayor's orders, this month,		16 00	
By Interest Account of the Fund for relief of yellow fever poor,		529 31	
By Certificates of One per cent. loan, redeemable May 12, 1838, \$40 15—May 12, 1839, \$31,		71 15	
By the Stockholders' Interest Account, paid sundry stockholders, this month,		757 80	
By Balance in the Treasury,			15975 83
			64496 98
			80472 81
<i>November, 1845.</i>			
By Appropriation 1, The Watering Committee, paid Mayor's orders, this month,		587 43	
By Appropriation 2, The Committee of Finance, paid Mayor's orders, this month,		558 73	
Amount carried forward,		1146 16	

49

Cr.

7

DR.

Cash Account of the Mayor, Aldermen, and Citizens

<i>December, 1845.</i>	<i>Dolls. C.</i>	<i>Dolls. C.</i>
Amount brought forward, . . .	84430 00	107543 99
To Contingent Moneys, received from sundry persons during the month,	632 74	
To Sinking Fund, received for premiums and sales of stocks, and on account of mortgage,	9428 24	
To General Appropriation Account, received from Charles S. Smith, Treasurer of Girard Trusts,	20000 00	
To Appropriation 4, received from A. Traquair,	3 00	
To City Railroad, received from John Neff,	503 50	
To John Diehl, on account of rents,	2234 50	
To Water Rents of 1845, received from S. W. Rush,	313 66	
To Market Rents, received from Clerks of Market,	9 87	
	<hr/>	117555 51
		<hr/>
		225099 50

of Philadelphia,—C. Stevenson, City Treasurer.

CR.

December, 1845.	Dolls. C.	Dolls. C.
Amount brought forward, . . .	37088 09	
By Interest Account of the Fund for relief of yellow fever poor, paid Mayor's orders, this month, . . .	25 29	
By Certificates of Six per cent. loan, redeemable January 1, 1846, paid this month,	600 00	
By Certificates of Five per cent. loan, redeemable January 1, 1846, paid this month,	900 00	
By the Stockholders' Interest Account, paid sundry stock- holders, this month,	16 45	
	<hr/>	38629 83
By Balance in the Treasury,		186469 67
		<hr/>
		225099 50

E. E. City Treasurer's Office, December 31, 1845.

C. STEVENSON, City Treasurer.

Dr.

Cash Account of the Trust Fund for the

1845.			Dolls. C.
Jan'y.	1,	To Balance in the Commercial Bank of Pennsylvania,	1 60
	4,	To Interest Account, received from the Philadelphia Exchange Company, 27 days' interest on \$3000 paid off, \$11 25; and 6 months' interest on mortgage of \$55,000 at 5 per cent., \$1,375,	1386 25
	9,	To Interest Account, received 6 months' interest on City and Gas Loan,	262 60
Mar.	12,	To the Managers of the Wills Hospital, received from Edward Olmsted on account of the legacy of P. A. Blenon, deceased, to Wills Hospital,	200 00
April	17,	To Bond and Mortgages, received from the Philadelphia Exchange Company, on account of the principal sum loaned them,	3000 00
	28,	To Bonds and Mortgages, received from the Philadelphia Exchange Company, on account of the principal sum loaned them,	500 00
June	21,	To Interest Account, received from the Philadelphia Exchange Company, 6 months' interest on \$55,000, less 66 days on \$3000 and 55 days on \$500,	1344 65
		To Miss Sarah Hutchins' legacy, received from Henry J. Hutchins and Peter M'Call, executors,	500 00
July	1,	To Interest Account, received 6 months' interest on City and Gas Loan,	261 30
Nov'r.	5,	To Interest Account, received 6 months' interest from C. W. Keyser,	105 00
Dec'r.	31,	To the Managers of the Wills Hospital, received from George Widdifield for board of patients,	233 90
			<hr/> 7795 30 <hr/>

Wills Hospital,—C. Stevenson, Treasurer.

CR.

1845.		Dolls. C.
Jan'y.	6, By the Managers of the Wills Hospital, paid order to George Widdifield,	100 00
	16, Ditto, ditto,	302 72
Feb'y.	20, Ditto, ditto,	218 17
Mar.	20, Ditto, ditto,	152 20
	24, By Five per cent. City Loan, paid order to V. & J. F. Gilpin, for a certificate of 5 per cent. City Loan, .	203 50
April	17, By the Managers of the Wills Hospital, paid order to George Widdifield,	272 69
May	3, By Bonds and Mortgages, paid order to Isaac Elliott for a bond and mortgage,	3500 00
	By Interest Account, paid order to Isaac Elliott, .	35 00
	22, By the Managers of the Wills Hospital, paid order to George Widdifield,	207 40
June	21, Ditto, ditto,	247 07
July	2, By Five per cent. City Loan, paid order to V. & J. F. Gilpin, for a certificate of 5 per cent. City Loan, .	515 62
	17, By the Managers of the Wills Hospital, paid order to George Widdifield,	301 49
Aug.	21, Ditto, ditto,	271 26
Sept'r.	18, Ditto, ditto,	188 26
Nov'r.	20, Ditto, ditto,	285 24
Dec'r.	18, Ditto, ditto,	304 08
	31, By Balance in the Commercial Bank of Pennsylvania,	690 60
		<hr/> 7795 30 <hr/>

DR.

Cash Account of Dr. Benjamin Frank-

1845.		Dolls. C.
Jan'y.	1, To Balance in Commercial Bank of Pennsylvania, .	294 40
	8, To James B. Smith, on account of his bond, . . .	10 00
	9, To Interest Account, received 6 months' interest on City and Gas Loan,	201 55
	24, To William Howell, 4th instalment on his bond, .	35 10
	To Courtland Butler, 3d ditto, ditto, .	36 40
	31, To Courtland Butler, balance of his bond and interest,	182 18
Feb'y.	4, To William W. Cansler, 6th instalment on his bond,	32 50
	8, To William M. Welch, 2d ditto, ditto, .	37 70
April	1, To Joseph A. Miller, 3d ditto, ditto, .	36 40
	9, To Charles P. Stackhouse, 1st ditto, ditto, .	30 00
	21, To William Drysdale, Jr., ditto, ditto, .	30 00
	29, To David Donaldson, balance of his bond, . . .	22 10
May	24, To James S. Errickson, 4th instalment on his bond,	35 10
June	3, To John Cassaday, on account of his bond, . .	20 00
July	1, To Interest Account, received 6 months' interest on City and Gas Loan,	205 20
	2, To George M. Sailor, 8th instalment on his bond and in- terest,	32 35
	15, To Edward A. Allen, on account of his bond, . . .	30 00
	To Benjamin G. Peck, 5th instalment on his bond and interest,	34 53
	31, To William L. Drane, 9th and 10th instalment on his bond,	55 90
Aug.	8, To Henry Grieb, 10th instalment and in full of his bond,	27 30
	28, To James B. Smith, on account of his bond, . . .	10 00
Sept'r.	17, To George M. Sailor, ditto, ditto, . . .	20 00
Nov'r.	4, To Edward A. Allen, ditto, ditto, . . .	74 75
	21, To James Daniels, ditto, ditto, . . .	75 50
	26, To Henry Kinley, balance of his bond,	117 00
Dec'r.	1, To George W. Jenkins, 1st instalment on his bond,	39 00
	16, To John Monroe, balance of his bond,	46 50
	17, To George M. Sailor, balance of his bond and interest,	36 55
	23, To Edward A. Allen, balance of his bond, . . .	44 75
	To William Howell, 5th instalment on his bond, .	33 80
		<hr/> 1886 56 <hr/>

lin's Legacy,—C. Stevenson, Treasurer.

C_R.

1845.		Dolls. C.
Feb'y. 26,	By Certificates of Stock, paid V. & J. F. Gilpin, per Mayor's order,	517 50
Mar. 20,	By Interest Account, paid William Daugherty, per Mayor's order,	15 00
June 19,	Ditto, ditto, ditto,	15 00
July 2,	By Certificates of Stock, paid V. & J. F. Gilpin, per Mayor's order,	309 38
Sept'r. 12,	Ditto, ditto, ditto,	313 50
18,	By Interest Account, paid William Daugherty, per Mayor's order,	15 00
Nov'r. 26,	By William H. Pioneer, on loan, per Mayor's order,	260 00
28,	By Interest Account, paid C. Stevenson, City Treasurer, per Mayor's order,	60 00
Dec'r. 18,	By Interest Account, paid William Daugherty, per Mayor's order,	21 12
31,	By Balance in Commercial Bank of Pennsylvania,	360 06
		<hr/>
		1886 56

Dr.

Cash Account of John Scott's

1845.			Dolls. C.
Jan'y.	1,	To Balance in Commercial Bank of Pennsylvania, .	701 72
	9,	To Interest Account, received 6 months' interest on City and Gas Loan,	64 40
May	8,	To James Morrell, Jr., 3d instalment on his bond, .	36 40
June	7,	To Richard C. Harvey, 5th ditto, ditto, .	33 80
	11,	To Charles Frishmuth, 10th ditto, ditto, .	27 30
July	1,	To Interest Account, received 6 months' interest on City and Gas Loan,	77 55
Nov'r.	10,	To James H. Stevens, 9th instalment on his bond, .	28 60
			<hr/>
			969 77

Legacy,—C. Stevenson, Treasurer.

CR.

1845.		Dolls. C.
Jan'y. 21,	By Certificates of Stock, paid V. & J. F. Gilpin, per Mayor's order,	310 50
Mar. 20,	By Interest Account, paid William Daugherty, per Mayor's order,	13 25
April 4,	By Certificates of Stock, paid V. & J. F. Gilpin, per Mayor's order,	417 75
June 19,	By Interest Account, paid William Daugherty, per Mayor's order,	10 00
Sept'r. 18,	Ditto, ditto, ditto,	10 00
Dec'r. 18,	Ditto, ditto, ditto,	5 00
31,	By Balance in Commercial Bank of Pennsylvania, .	203 27
		<hr/> 969 77 <hr/>

E. E. City Treasurer's Office, December 31, 1845.

C. STEVENSON, *City Treasurer.*

APPENDIX, No. XXII.

Annual Report of the City Commissioners for the
Year 1845.

CITY EXPENDITURES,

AUTHORIZED BY

COMMITTEES OF COUNCILS,

From January 1st, 1845, to December 31st, 1845.

1845.	No. 1. Watering Committee.	No.	Dolls. C.
Jan. 1,	Amount at credit of this Committee at this date,		18088 30
Feb. 21,	Appropriation by Ordinance,		9350 89
			<hr/>
			27439 19
Dec. 31,	Expended,		25891 93
	Balance at credit of this Committee,		<hr/>
			1547 26
			<hr/>
Jan. 3,	Frederick Graff, distribution, water power, iron pipes,		
	salaries, Fair Mount Works, &c.,	1	2739 19
Feb. 6,	Ditto, iron pipes, incidentals, distribution,		
	water power,	2	594 41
Mar. 6,	Ditto, distribution, water power, iron pipes,	3	491 58
April 3,	Ditto, distribution, water power, iron pipes,		
	Fair Mount Works, and salaries,	4	1662 98
May 8,	Ditto, distribution, water power, iron pipes,		
	and Fair Mount Water Works,	5	1072 75
	Ditto, distribution and incidentals,	6	313 00
June 5,	Ditto, distribution, water power, iron pipes,		
	Fair Mount Works, and inci-		
	dentials,	7	737 62
July 5,	Ditto, distribution, iron pipes, Fair Mount		
	Works, salaries, and incidentals,	8	2014 34
Aug. 7,	Ditto, distribution, water power, iron pipes,		
	Fair Mount Works, and inci-		
	dentials,	9	3188 63
Sept. 4,	Ditto, distribution, water power, iron pipes,		
	and Fair Mount Works,	9½	4403 09
5,	Ditto, distribution and incidentals,	10	1100 00
			<hr/>
	Amount carried forward,		18317 59

1845.			No.	Dolls. C.
		Amount brought forward,		18317 59
Oct.	2,	Frederick Graff, distribution, water power, iron pipes, Fair Mount Works, salaries, and incidentals,	11	2795 17
Nov.	10,	Ditto, distribution, water power, iron pipes, and Fair Mount Works,	12	587 43
Dec.	4,	Ditto, Fair Mount Works, distribution, Reservoir No. 4, and incidentals,	13	1243 98
	17,	Ditto, distribution, iron pipes, Fair Mount Works, and water power,	14	819 04
	29,	Ditto, distribution, water power, iron pipes, salaries, Fair Mount Works, and incidentals,	15	2128 72
				<hr/> 25891 93 <hr/>

No. 2. Committee of Finance.

Jan.	1,	Amount at credit of this Committee at this date,		108820 49
	13,	A. Traquair, advance returned,		75 00
Feb.	21,	Appropriation by Ordinance,		165500 10
				<hr/> 274395 59
Dec.	31,	Expended,		147276 82
		Balance at credit of this Committee,		<hr/> 127118 77 <hr/>
Jan.	1,	Interest, 6 months, paid stockholders,		58755 00
	15,	A. Traquair, petty bills paid for quarter ending December 31, 1844, \$154 75; allowance to pay petty bills for ensuing quarter, \$75,	3	229 75
		Hymen L. Lipman, Stationery for Clerk of Councils and City Commissioners, from October 2, 1844, to November 13, 1844,	4	11 00
		C. G. Childs & Co., advertising in Philadelphia Gazette by contract, from July 1, 1844, to December 31, 1844, and subscription,	5	30 00
		James Kelly, collecting 50 cases successfully vaccinated, S. E. district, at 25 cents, \$12 50; additional quarterly allowance by Ordinance, \$12 50,	6	25 00
		James Kerr, do. 90 do. at 25 cents, S. W. district, \$22 50; quarterly allowance by Ordinance, \$12 50; and on account of overplus cases due from last quarter, \$2 50,	7	37 50
		John Clawges, do. 91 do. N. E. district, at 25 cents, \$22 75; extra quarterly allowance by Ordinance, \$12 50; overplus cases due from last quarter, \$1,	8	36 25
		Amount carried forward,		<hr/> 59124 50 <hr/>

		No.	Dolls. C.
1845.	Amount brought forward, .		59124 50
Jan.	15, John M. Fernsler, do. 88 do. N. W. district, at 25 cents, \$22 50; extra quarterly allowance by Councils, \$12 50,	9	34 50
	Bela Badger, printing Journal of Common Council and Appendix, from October 13, 1843, to October, 1844, Ordinances, &c., viz. 168 pages Journal at \$1; 140 do. Appendix at \$1; 78 do. do. small type at \$1 80, &c.,	10	501 65
	31, Joseph Gatchel and Samuel Barry, 1 month's services as Messengers to City Treasurer and City Commissioners, due this day, at \$30 each, .	11	60 00
	John Neff, 1 month's salary as Superintendent of City railroad, due this day,	12	41 67
Feb.	12, Thomas Wallace, 15 duplicate tax books for 1845, at 90 cents, \$13 50; 2 North and South City tax books, full bound, \$9 75,	15	23 25
	28, Joseph Gatchel and Samuel Barry, 1 month's services as Messengers to City Treasurer and City Commissioners, due this day, at \$30 each, .	16	60 00
	John Neff, 1 month's salary as Superintendent of City railroad, due this day,	17	41 66
Mar.	12, Wardens of Christ Church, ringing bells on 22d ultimo, Washington's birthday, at the request of the Mayor,	18	30 00
	13, Browns & Bowen, bill of exchange on London to pay interest due May 1st, 1845,	19	3849 34
	15, George W. Harvey, care of Library of Councils by resolution of Committee on Library, 13th inst.,	22	40 00
	31, Peter McCall, 3 month's salary as Mayor, due this day,	23	750 00
	C. Stevenson, do. of City Treasurer and Assistant, do.,	24	625 00
	E. Olmsted, do. as City Solicitor, do.,	25	250 00
	Henry Helmuth, do. as Clerk of Common Council, do.,	26	200 00
	Joseph C. Fisher, do. as Clerk of Select Council, do.,	27	200 00
	Adam Traquair, do. of City Commissioners and City Clerk, do.,	28	1000 00
	Samuel Hains, do. of Principal City Regulator and Surveyor, do.	29	375 00
	Marine T. W. Chandler, do. as Assistant do.,	30	250 00
	William Daugherty, do. as Messenger of Councils, do.,	31	125 00
	James Wolff, do. as Vaccine Physician, S. E. district, do.,	32	12 50
	A. S. McMurray, do. S. W. do.,	33	12 50
	J. R. Snowden, do. N. W. do.,	34	12 50
	J. A. Elkinton, do. N. E. do.,	35	12 50
	Francis Sims, do. S. E. do.,	36	12 50
	E. R. Mayer, do. N. E. do.,	37	12 50
	E. S. Gauntt, do. N. W. do.,	38	12 50
	Joseph Gatchel and Samuel Barry, 1 month's services as Messengers to City Treasurer and City Commissioners, due this day,	39	60 00
	Amount carried forward, .		67729 07

1845.		No.	Dolls. C.
	Amount brought forward, .		67729 07
Mar.	31, John Neff, 1 month's salary as Superintendent of City railroad, due this day, .	40	41 66
	Thomas J. P. Stokes, 3 months' salary, S. W. district, do., .	41	12 50
April	9, A Traquair, petty bills paid from January 1, 1845, to April 30, 1845, .	42	107 13
	James Kerr, collecting 143 vaccine cases at 25 cents, S. W. District, and \$1 75 on account of quarterly allowance of \$12 50, .	43	37 50
	John Clawges, do. 102 do. N. E. do. and \$12 on account of quarterly allowance by Councils, .	44	37 50
	James Kelly, collecting 85 vaccine cases at 25 cents, S. E. District, and \$12 50 quarterly allowance, .	45	33 75
	John M. Fernsler, do. 97 do. N. W. do. and \$12 50 quarterly allowance, .	46	36 75
	James Crawford, services and expenses of constables at Spring Elections, 15 Wards at \$6, .	47	90 00
	14, Isaac Elliott, chairman, expenses of Special Committee on Consolidation of Police of city and districts, .	48	381 97
	30, Joseph Gatchel and Samuel Barry, 1 month's services as Messengers to City Treasurer and City Commissioners, due this day, at \$30 each, .	51	60 00
	John Neff, salary as Superintendent of City railroad, April, 1845, .	52	41 66
May	14, James Crissy, printing handbills, circulars, &c., and Journal and Appendix of Select Council, from October 8, 1844, to April 10, 1845, .	53	217 88
	Hymen L. Lipman, ledger for City Clerk, and stationery for Clerk of Select Council, from January 29, 1845, to February 27, 1845, .	54	10 08
	24, J. C. Fisher, salary as Clerk of Select Council, from April 1, 1845, to May 8, 1845, inclusive, .	59	83 29
June	2, Joseph Gatchel and Samuel Barry, services as Messengers to City Treasurer and City Commissioners, May, 1845, at \$30 each, .	60	60 00
	John Neff, salary as Superintendent of City railroad, May, 1845, .	61	41 66
	11, C. G. Childs & Co., advertising and subscription 6 months, North American, due 1st instant, .	63	30 00
	Joseph R. Chandler, do. United States Gazette, do., .	64	30 00
	Bela Badger, do. Morning Post, do., .	65	30 00
	Joseph Gatchel, attendance on Committees of Councils, and serving notices for City Solicitor, 6 months to 30th instant, .	66	80 00
	R. H. Smith, P. E. Hamm, and John B. Kenney, preparing City tax books and duplicates for 1845, .	67	375 00
June	25, Mary Jackson, cleansing Chambers of Select and Common Councils, washing windows, cleansing the Library, scrubbing stairs and Hall, .	68	17 00
	30, Peter McCall, Mayor, 3 months' salary, due this day, .	69	750 00
	C. Stevenson, City Treasurer, do. and for Assistant, do., .	70	625 00
	E. Olmsted, City Solicitor, do., .	71	250 00
	Amount carried forward, .		71209 40

		No.	Dolls. C.
1845.	Amount brought forward,		71209 40
June 30,	Henry Helmuth, Clerk of Select Council, 3 months' salary, due this day,	72	200 00
	Thomas Birch Jr., Clerk of Common Council, salary from 9th May, 1845, to date,	73	116 71
	Adam Traquair, for City Commissioners and City Clerk, 3 months' salary, due this day,	74	1000 00
	Samuel Hains, Principal City Surveyor and Regulator, do.,	75	375 00
	Marine T. W. Chandler, Assistant, do.,	76	250 00
	William Daugherty, Messenger of Councils, do.,	77	125 00
	Samuel Wolff, Vaccine Physician, S. E. District, do.,	78	12 50
	A. S. McMurray, do. S. W. do.	79	12 50
	J. W. Snowden, do. N. W. do.	80	12 50
	John A. Elkinton, do. N. E. do.	81	12 50
	Francis Sims, do. S. E. do.	82	12 50
	E. R. Mayer, do. N. E. do.	83	12 50
	Charles S. Gauntt, do. N. W. do.	84	12 50
	T. J. P. Stokes, do. S. W. do.	85	12 50
	Joseph Gatchel and Samuel Barry, services as Messengers to City Treasurer and City Commissioners, June, 1845,	86	60 00
	John Neff, salary as Superintendent of City railroad, June, 1845,	87	41 66
July 2,	Interest on City loans 6 months, paid stockholders,		58925 00
9,	C. G. Childs & Co., advertising and subscription, Philad. Gazette, 6 months to 1st inst.,	90	30 00
	Jesper Harding, do. Inquirer, do.,	91	30 00
	Mifflin & Parry, do. Pennsylvanian, do.,	92	30 00
	Charles Alexander, do. Daily Chronicle, do.,	93	30 00
	Robert Donnell, candles, soap, brooms, &c., for offices,	94	12 89
	Richard Dodd, tolling Christ church bells at Obsequies of General Jackson,	95	30 00
	T. H. Le Sage, do. St. Peter's do.,	96	15 00
	John Clawges, collecting 118 vaccine cases at 25 cents \$29 50; on account of quarterly allowance, \$10 50. Note.—\$40 is drawn on account of \$2 50 being deficient in previous quarters,	97	40 00
	James Kerr, collecting 113 do. at 25 cents, \$28 25; and on account of quarterly allowance, \$9 25,	98	37 50
	James Kelly, collecting 130 do. at 25 cents, \$32 50; quarterly allowance, \$12 50; the surplus beyond \$37 50 being for deficiencies in previous quarters,	99	45 00
	J. M. Fernsler, collecting 109 do. at 25 cents, \$27 25; quarterly allowance, \$12 50; the surplus beyond \$37 50 is for deficiencies in previous quarters,	100	39 75
	Adam Traquair, petty bills paid, 3 months to 1st instant,	101	145 50
19,	Bela Badger, printing Journal of Common Council and Appendix, from Oct. 1, 1844, to July 1, 1845, and slips of 22 Ordinances, &c.,	102	312 20
	Amount carried forward,		133200 61

1845.		No.	Dolls. C.
	Amount brought forward, .		133200 61
July	31, J. Gatchel and S. Barry, services as Messengers to City Treasurer and City Commissioners, July, 1845, at \$30 each,	103	60 00
	John Neff, salary as Superintendent of City railroad, July, 1845,	104	41 66
Aug.	26, John L. Friedline, for Henry Welsh, expenses of Committee of Arrangement for Obsequies of General Jackson, per Resolution of Councils, .	105	106 05
	30, Joseph Gatchel & S. Barry, services as Messengers of City Treasurer and City Commissioners, August, 1845, at \$30 each,	108	60 00
	John Neff, salary as Superintendent of City railroad, August, 1845,	109	41 66
Sept.	2, Browns & Bowen, bill of exchange on London to pay interest on coupons, due November 1, 1845, .	110	3858 06
	10, Richard L. Lloyd, recording Ordinances, from December 27, 1843, to June 17, 1845,	111	149 50
	Lydia R. Bailey, printing Ordinances, Quarterly and Annual Reports of City Treasurer and City Commissioners, &c., and stationery for Councils, from August 10, 1844, to September 4, 1845,	112	425 33
	30, P. McCall, 3 months' salary as Mayor, due this day, .	115	750 00
	C. Stevenson, do. as City Treasurer, and for Assistant, do.,	116	687 50
	Edward Olmsted, do. as City Solicitor, do.,	117	250 00
	Thomas Birch, Jr., do. as Clerk of Common Council, do.,	118	200 00
	Henry Helmuth, do. as Clerk of Select Council, do., .	119	200 00
	Adam Traquair, do. of City Commissioners and City Clerk, do.,	120	1000 00
	Samuel Hains, do. as Principal City Surveyor and Regulator, do.,	121	375 00
	Marine T. W. Chandler, do. as Assistant do.,	122	250 00
	William Daugherty, do. as Messenger of Councils, do.,	123	125 00
	Samuel Wolff, do. as Vaccine Physician S. E. district, do.,	124	12 50
	A. S. Mc Murray, do. S. W. do.,	125	12 50
	J. W. Snowden, do. N. W. do.,	126	12 50
	John A. Elkinton, do. N. E. do.,	127	12 50
	Francis Sims, do. S. E. do.,	128	12 50
	E. R. Mayer, do. N. E. do.,	129	12 50
	C. S. Gauntt, do. N. W. do.,	130	12 50
	T. J. P. Stokes, do. S. W. do.,	131	12 50
	Joseph Gatchel and Samuel Barry, services as Messengers of City Treasurer and City Commissioners, September, 1845, at \$30 each,	132	60 00
	John Neff, salary as Superintendent of City railroad, September, 1845,	133	41 66
Oct.	15, C. Stevenson, expenses to Harrisburg to obtain the amount due from the Commonwealth for payments made by the Mayor, &c., to the troops during the riots in 1844,	134	10 29
	Amount carried forward. .		141992 32

1845.		No.	Dolls. C.
	Amount brought forward,		141992 32
Oct.	15, Thomas Caldwell, collecting vaccine cases at 25 cents, \$13 50; quarterly allowance by Councils, \$12 50,	135	26 00
	John Clawges, collecting 81 vaccine cases at 25 cts., \$21 25; quarterly allowance by Councils, \$12 50; overplus due from last quarter beyond amount then payable, \$2,	136	34 75
	James Kelly, collecting 84 do. at 25 cents, \$21; quarterly allowance by Councils, \$12 50,	137	33 50
	John M. Fernsler, do. 74 do., \$18 50; quarterly allowance by Councils, \$12 50,	138	31 00
	A. Traquair, petty bills paid 3 months to 1st inst.,	139	91 93
	Estate of James Kerr, balance due for collecting vaccine cases, S. W. district, quarters ending 30th April and 31st July last, beyond amounts then payable,	140	11 50
	29, Philadelphia Ice Company, ice for offices in City Hall, from May 14, 1845, to August 28, 1845,	143	13 82
	31, J. Gatchel & S. Barry, services as Messengers to City Treasurer and City Commissioners, November, 1845, at \$30 each,	144	60 00
	John Neff, 1 month's salary as Superintendent of City railroad, due this day,	145	41 66
Nov.	12, James Crissy, printing Journal of Select Council and Appendix, from April 10, 1845, to October 14, 1845; binding 200 copies of Journal of Councils at 37½ cts.; printing books of forms, &c., for City Treasurer, Commissioners and Clerk, from May 17, 1845, to November 10, 1845,	147	331 28
	20, E. C. Markley, printing Journal, Appendix, and slips of Common Council, from July 3, 1845, to October 14, 1845,	154	91 25
	C. G. Childs & Co., advertising and subscription, Philadelphia Gazette, from July 1, 1845, to November 4, 1845, at \$60 per annum,	155	20 72
	29, J. Gatchel & S. Barry, services as Messengers to City Treasurer and City Commissioners, November, 1845, at \$30 each,	157	60 00
	John Neff, salary as Superintendent of City railroad, November, 1845,	158	41 66
Dec.	10, Hamilton & Parry, 6 months' advertising and subscription to Pennsylvanian, due 1st inst.,	162	30 00
	Charles Alexander, 5 do. Daily Chronicle, do.,	163	25 00
	Joseph R. Chandler, 6 do. U. S. Gazette, do.,	164	30 00
	Jesper Harding, do. Inquirer, do.,	165	30 00
	P. E. Hamm, keeping accounts of items of appropriations for Committees of Councils, 1845,	166	50 00
	Joseph Gatchel, serving notices for City Solicitor, \$30, and attendance on Committees of Councils, \$50, 6 months to 31st inst.,	167	80 00
	Graham & Cummings, subscription and advertising in North American, 6 months, due 1st inst.,	169	30 00
	Amount carried forward,		143156 39

1845.		No.	Dolls. C.
	Amount brought forward,		143156 39
Dec.	31, P. McCall, salary as Mayor, from 1st to 22d October last,	170	172 60
	John Swift, do. from 22d October last to this day,	171	577 40
	C. Stevenson, do. as City Treasurer and for Assistant, 3 months, due this day,	172	687 50
	Edward Olmsted, do. as City Solicitor, do.,	173	250 00
	Thomas Birch, Jr., do. as Clerk of Common Council, do.,	174	200 00
	Henry Helmuth, do. as Clerk of Select Council, do.,	175	200 00
	A. Traquair, do. of City Commissioners and City Clerk, do.,	176	1000 00
	Samuel Hains, do. as principal City Surveyor and Regulator, do.,	177	375 00
	Marine T. W. Chandler, do. as Assistant do.,	178	250 00
	William Daugherty, do. as Messenger of Councils, do.,	179	125 00
	Samuel Wolff, do. as Vaccine Physician, S. E. district,	180	12 50
	A. S. McMurray, do. S. W. do.,	181	12 50
	J. W. Snowden, do. from 1st to 10th October, N. W. do.,	182	1 23
	T. S. Harper, salary as Vaccine Physician from 10th October to date, N. W. district,	183	11 27
	J. A. Elkinton, do. 3 months, N. E. do., due this day,	184	12 50
	Francis Sims, do. S. E. do.,	185	12 50
	E. R. Mayer, do. N. E. do.,	186	12 50
	Charles S. Gauntt, do. N. W. do.,	187	12 50
	T. J. P. Stokes, do. S. W. do.,	188	12 50
	J. Gatchel and S. Barry, services as Messengers to City Treasurer and City Commissioners, December, 1845, at \$30 each,	189	60 00
	John Neff, salary as Superintendent of City railroad, December, 1845,	190	41 66
Oct.	15, Cornelius Stevenson, interest on 1 per cent. loan,		1 42
	17, Do. discount on relief notes,	142	79 85
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			147276 82
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No. 3. Committee on Police.			
Jan.	1, Amount at credit of this Committee at this date,		9237 54
Feb.	21, Appropriation by Ordinance,		111874 46
May	19, Cash, A. Traquair, advance for petty bills, June 16, 1844, repaid,		200 00
			<hr/>
Amount carried forward,			121312 00

		No.	Dolls. C.
1845.	Amount brought forward,		121312 00
Oct. 21,	P. McCall, balance due on advance on account to him,		33 50
			<hr/>
			121345 50
Dec. 31,	Expended,		118539 07
			<hr/>
	Balance at credit of this Committee,		2806 43
			<hr/>
Jan. 7,	David Gibb, Jr., 53 tin plates and painting "Paste no Bills," &c., for watch-boxes, at 31 cts.; 3 do. Nos. at 25 cts.,	1	17 18
	D. Hutchinson, carting 7 loads lamp-posts from landing places at 25 cts.; 2 do. to watch-houses at 25 cts; 12 do. gas lamp-posts from wharf and out of yard, at 50 cts.; 5½ days' work with horse and cart, with pavers round lamp-posts, at \$2, from December 1st, 1844, to December 31st, 1844,	2	19 25
	Nathaniel White, making 25 over-coats for watch of N. W. division, at \$4 50, December 31, 1844,	3	112 50
	Enoch Thorn, carpenter's work, repairing watch-boxes, making and repairing watch-ladders, work at S. W. watch-house, repairing hog wagon, work at lamp-posts and lamps, and labourer's work at do.; 24½ days' work of carpenters at \$1 25; 3 do. of labourers at \$1, from December 16, 1844, to January 4, 1845,	4	33 62
	Hymen L. Lipman, stationery for Mayor's office and Captains of Watch, from October 15, 1844, to December 24, 1844,	5	49 49
	E. G. Dorsey, printing forms and handbills for Mayor's office, from August 1, 1844, to December 15, 1844,	6	72 75
21,	Commissioners of Girard Estate, 3 months' rent of S. E. station-house in Comptrollers' street, due 1st inst.,	7	45 00
	George Culin, making and trimming 35 watch-coats, at \$4 50,	8	157 50
	B. C. & S. C. Cooper, making and trimming 35 watch-coats at \$4 50,	9	157 50
	Thomas W. Morgan & Co., 1237 gallons winter oil at 88 cts., less 1½ cent per gallon for 11 casks returned January 17, 1845,	10	1070 01
	Eliza Farquhar, 3 months' rent of George St. station-house, due 1st inst.,	11	87 50
	Henry Harberger, 12 gas lamps at \$5, delivered at N. W. station-house, January 15, 1845,	12	60 00
	Henry McMenomy, 3 months' rent of S. W. station-house, due 9th inst.,	13	75 00
	Jacob Loudenslager, 126 watch badges at 87½ cents,	14	110 25
Feb. 4,	John B. Kenney, pay of watch and day and night police, January, 1845,	15	6223 66
	Do. cash paid for conveying prisoners to prison, &c.,		
	Amount carried forward,		<hr/>
			8291 21

1845.		No.	Dolls. C.
	Amount brought forward,		8291 21
	cab hire, &c., as per bills annexed, from January 11, 1845, to February 3, 1845,	16	33 50
Feb.	4, Do. bounty to John Hancock, on account of injury received when on duty as watchman,	17	29 00
	William & David C. Thorn, paving round 190 lamp posts at 25 cts.; do. round 1 watch box, 75 cts., from December, 1844, to January 24, 1845,	18	48 25
	Kelly & Clautice, 1 new prison omnibus for Mayor's office, by contract,	19	145 00
	D. Hutchinson, 4½ days' hire of horse and cart, hauling lamp-posts, and with pavers, at \$2; hauling 12 loads lamp-posts, pump-makers' tools, &c., at 25 cents, January, 1845,	20	11 50
	21, Enoch Thorn, carpenters' and labourers' work, repairing watch boxes, watch ladders, hog wagon, and wheels for hauling gas lamp posts, and at S. W. watch-house and removing lamps, lamp posts, and lamp irons, from January 6, 1845, to February 1, 1845,	24	39 44
Mar.	4, John Harned, repairing oil and gas lamps, S. W. district, 3 months by contract, due 28th ultimo,	25	50 00
	Henry Harberger, do. N. W. do.	26	50 00
	James English, shoeing horses for police wagon, from August 29, 1844, to December 30, 1844, 26 shoes at 25 cents, and 24 removes steeled at 18½ cents,	27	11 00
	John B. Kenney, pay of day and night police and watch, February, 1845,	28	5829 29
	Trustees Philadelphia Gas Works, gas 3 months to 1st inst. for 979 street lamps and repairs, City offices, Market houses, Second and High streets, 4 Station-houses, and Permanent Bridge, at \$1 75 per 1000 cubic feet for street lamps, Market houses and bridge, and \$3 per 1000 feet for City offices and Station-houses, less 5 per cent. for prompt payment,	29	7262 45
	6, N. Kohlenkamp, repairs of lamps, 3 months to 1st inst., N. E. district by contract, \$56 25; do. of gas lamps, \$12,	30	68 25
	18, Francis West, medical attendance at night by request of Peter Branin, one of the city watch,	32	5 00
	Thomas W. Morgan & Co., 127 gallons winter strained sperm. oil at 84 cts. net; 1084 do. winter elephant oil at 60 cts., less 1½ ct. per gallon on 1084 gallons for 8 empty casks returned,	33	745 90
April	2, John B. Kenney, pay of watch and police, March, 1845,	33	6277 42
	Ditto, 3 months' salary as Clerk of Police, due 1st instant,	34	200 00
	Charles Miller, 8 tons broken and screened coal, N. W. district, at \$4 25,	35	34 00
	Sheridan & Kellogg, keep of 2 horses for police carriage, 13 weeks at \$6,	36	78 00
	Amount carried forward,		29209 21

1845.		No.	Dolls. C.
	Amount brought forward,		29209 21
April	2, Eliza Farquhar, 3 months' rent of George street station-house, due 1st instant,	37	87 50
"	Adam Traquair, petty bills paid, from January 1, 1845, to March 31, 1845,	38	211 67
	8, Enoch Thorn, carpenter's work, repairing watch-ladders and boxes, wheels for hauling lamp-posts, making spittoons, and work at N. E. watch-house, and at lamps and lamp-posts, and labourers at do. from February 3, 1845, to April 5, 1845,	39	15 50
	Jacob Bennett, allowance in lieu of 3 months' rent to 1st instant,	40	25 00
	William Ouram, smith's work at lamp-irons, watch-boxes, ladders, &c., from November 19, 1844, to February 10, 1845,	41	10 58
	22, Henry McMenomy, 3 months' rent of S. W. station-house, due 9th instant,	42	75 00
	Isaac Meyer, Agent of Girard Estate, do. of S. E. do. 1st instant,	43	45 00
	Hymen L. Lipman, stationery for Police, 3 months to 1st instant,	44	31 59
May	6, Orrin Bailey, pay of watch and police, April, 1845,	45	6129 00
	Enoch Thorn, carpenter's work, making bunks for police house, repairing watch-boxes, work at S. W. watch-house and at lamp-posts, and labourers at do.,	46	30 69
	Edw. T. Randolph & Co., 22 iron gas lamp-posts, 12,320 lbs. at 2 cents,	47	246 40
	John B. Kenney, 1 month's salary as Clerk of Police, to 1st instant,	48	66 67
	Peter McCall, Mayor, rewards for bringing offenders to justice,	49	300 00
	20, Jacob Bennett, steel die for police badge,	50	40 00
	Edw. T. Randolph & Co., 35 iron gas lamp-posts, 19,600 lbs. at 2 cents,	51	392 00
	Samuel Rush, water rent for N. E. and N. W. watch-houses, for 1845,	52	20 00
	Adam Traquair, advance to pay petty bills,	54	200 00
	Jacob Bennett, 12 silver badges for day police at \$2,	53	24 00
June	3, S. & J. J. Allen, 1597 gallons elephant oil, at 48 cents, less 1½ cent per gallon for casks returned,	55	742 61
	Leonard Repsher, 26 watchmen's rattles at \$1, and 26 maces at 50 cents,	56	39 00
	John Harned, repairing gas and oil lamps, S. W. District, 3 months per contract, to 31st ultimo,	57	50 00
	Edw. T. Randolph & Co., 55 iron gas lamp-posts, 30,800 lbs. at 2 cents,	58	616 00
	D. Hutchinson, carting 23 loads at 25 cents; 39 do. at 50 cents; 1½ day's work paving round lamp-posts, horse and cart at \$2,	59	28 25
	John S. Haverstick, 543 gallons elephant oil at 55 cents, less 2 cents per gallon for casks returned,	60	287 79
	Enoch Thorn, carpenter's work at police houses,		
	Amount carried forward,		38923 46

		No.	Dolls. C.
1845.	Amount brought forward,		38923 46
	fencing dog lot, and at lamp-posts, from May 6, 1845, to May 30, 1845,	61	34 75
June	3, Orrin Bailey, pay of watch and police, May, 1845,	62	6248 65
	Trustees Philadelphia Gas Works, gas 3 months for 996 street lamps, City offices, Market houses, Station houses and Permanent Bridge, and repairs to gas fixtures,	63	7142 55
	Orrin Bailey, salary as Clerk of Police, May, 1845,	64	66 66
17,	Edw. T. Randolph & Co., 13 set cast iron gas lamp-posts, 7280 lbs. at 2 cents,	65	145 60
	H. Harberger, 25 gas lanterns for N. W. station house, at \$5,	66	125 00
	Ditto, repairing lamps, N. W. District, 3 months by contract, to 1st instant,	68	50 00
	Abraham Yates, whitewashing and cleansing N. W. watch-house,	67	11 60
	P. McCall, advance for expenses of killing and burying dogs,	69	500 00
23,	John Thomason, 10 new gas lanterns, N. W. District, at \$5,	70	50 00
July	1, O. Bailey, pay of watch and police, June, 1845,	71	6124 43
	A. H. Graham, medical attendance on James Forbes, from 24th February to 24th March last, for injuries received from blows on the head,	72	10 00
	Eliza Farquhar, 3 months' rent of George St. station-house, due 1st instant,	73	87 50
	J. Loudenslager, materials and painting 30 badges for night police, at 37½ cents,	74	11 25
	Adam Traquair, petty-bills paid, 3 months to 1st instant,	75	196 44
	Bela Badger, printing 1000 circulars, \$6 50; and 300 handbills, 4th of July, \$6,	76	12 50
	Orrin Bailey, salary as Clerk of Police, June, 1845,	77	66 67
22,	N. Kohlenkamp, 26 new gas lamps at \$5, \$130; repairing lamps N. E. District, 3 months to 1st ultimo, \$56 25; repairs of gas lamps, \$36 43,	78	222 68
	John Harned, 25 gas lamps S. W. division, at \$5,	79	125 00
	John Thomason & Son, repairs of lamps S. E. district, 6 months to 31st May last,	80	112 50
	Morris, Tasker & Morris, ladder irons, 473½ lbs. at 5 cents,	81	23 67
	Jacob Bennett, allowance for rent, 3 months to 1st instant,	82	25 00
	Samuel G. Butler, painting and glazing at S. W. and George St. watch houses,	83	33 62
	Enoch Thorn, carpenter's work at watch boxes, ladders, lamp posts, dog lot and cellar, and labourers at last two items,	84	26 00
	D. Hutchinson, hauling 8 loads of gas lamp posts at 50 cents; hauling 16 loads lamp posts at 25 cents; 2½ days' horse and cart at \$2, June, 1845,	85	13 00
	Hymen L. Lipman, stationery for Mayor's office, 3 months,	86	28 29
	Amount carried forward,		60416 82

1845.		No.	Dolls. C.
	Amount brought forward, . . .		60416 82
July	22, Commissioners of Girard Estate, 3 months' rent of S. E. watch house, due 1st instant, . . .	87	45 00
	James Remington, lumber for dog lot fence, and carting, . . .	88	20 38
	Thomas Williams, Jr. & Co., do. for police station-house, George St., . . .	89	28 84
	H. M. Menomy, 3 months' rent of S. W. watch house, due 9th instant, . . .	90	75 00
	Peter McCall, advance for expenses of destroying dogs, . . .	91	400 00
Aug.	5, Orrin Bailey, pay of watch and police, July, 1845, . . .	92	6222 19
	Do. 1 month's salary as Clerk of Police, due 1st instant, . . .	93	66 67
	Sheridan & Kellogg, keep of 2 horses of police carriage 13 weeks at \$6, \$78; repairs of harness of do., \$17, . . .	94	95 00
	E. G. Dorsey, printing and binding folio post receipt books for Mayor's office, \$16 50; handbills, passports, circulars, and recognizances for Mayor's office, . . .	95	47 75
	David C. Thorn, paving round 1 gas lamp, 50 cents; do. round 2 watch boxes at 75 cents; do. round 95 lamp posts at 25 cents, \$23 75, . . .	96	25 75
	Enoch Thorn, carpenter's work at lamp posts, watch boxes, ladders, dog cellar, and three watch houses, . . .	97	16 31
	James English, shoeing horses of police carriage 6 times at \$2; 10 removes, \$1 75; from January 18, 1845, to July 8, 1845, . . .	98	13 75
	19, P. McCall, advance for expenses of killing and burying dogs, . . .	99	300 00
Sept.	2, Orrin Bailey, pay of watch and police, August, 1845, . . .	100	6326 27
	Enoch Thorn, carpenter's work, repairs of watch boxes and ladders, work at N. E. and S. W. station houses, and lamp posts and labourers at do., . . .	101	13 12
	John Harned, repairs of lamps S. W. district, 3 months to 1st instant, per contract, . . .	102	50 00
	Trustees Philadelphia Gas Works, gas for 1037 street lamps, city offices, market houses, station-houses, Washington and Franklin squares, and Permanent Bridge, and repairs of fixtures, 3 months to 1st inst., . . .	103	6289 15
	16, N. Kohlenkamp, repairs of lamps N. E. District, 3 months to 1st instant, per contract, \$56 25; new roof to gas lamp, \$2 50, . . .	104	58 75
	H. Harberger, repairs of lamps N. W. district 3 months, due 1st instant, per contract, . . .	105	50 00
Oct.	7, Eliza Farquhar, 3 months' rent of George St. station-house, due 1st instant, . . .	106	87 50
	Jacob Bennett, allowance for rent, 3 months to 1st instant, . . .	107	25 00
	John Devine, 6 tons of white ash egg coal delivered at station-house in George St., at \$4 50, . . .	108	27 00
	Sheridan & Kellogg, keep of 2 horses of police car-		
	Amount carried forward, . . .		
			80700 25

		No.	Dolls. C.
1845.	Amount brought forward,		80700 25
	riage 13 weeks at \$6, to 1st instant, \$78; repairs of harness of do. \$6 38,	109	84 38
Oct.	7, Enoch Thorn, carpenter's work at lamps and lamp posts, repairing watch box, splicing posts, and hanging bell at S. W. station-house,	110	16 12
	D. Hutchinson, carting 20 one-horse cart loads at 25 cents, of lamp posts, &c.; 10 do. at 50 cents, September, 1845,	111	10 00
	A. Traquair, petty bills paid for Committee, 3 months to 1st instant,	112	215 16
	Orrin Bailey, pay of watch and police and salary of Clerk of Police, September, 1845,	113	6180 17
	Dr. E. Peace, medical attendance on Alexander Jackson, a policeman, injured in the riot of 11th September last,	114	10 00
	Peter McCall, Mayor, cash advanced for destroying and burying dogs,	115	27 09
	Alexander Jackson, services in apprehending rioters,	116	20 00
	Levin H. Smith, bringing offenders to justice,	117	25 00
	Edward G. Wood, do.,	118	25 00
Nov.	4, Orrin Bailey, pay of watch and police and salary of Clerk of Police, October, 1845,	119	6317 00
	A. Traquair, pay of 44 special police on day of election at \$2,	120	88 00
	Enoch Thorn, carpenter's work taking up lamp posts, repairs at watch houses, boxes, and ladders, and removing fence of dog lot,	121	12 50
	J. H. Jones, refreshments for 25 night police officers on day of election,	122	12 50
	John S. Haverstick, 1018 gallons of winter sperm. oil at 90 cents—less 1½ cent per gallon for casks returned,	123	900 91
	Charles Elliott & Son, 13 tons of Beaver Meadow coal for N. E. and S. E. division houses at \$4 50,	124	58 50
	Commissioners of Girard Estate, 3 months' rent of S. E. station-house due 1st ult.,	125	45 00
	Henry McMenomy, 3 months' rent of S. W. station-house due 9th instant,	126	75 00
	James Remington, lumber for N. W. and S. W. station houses,	127	10 58
	William Daugherty, 20 tons of broken and screened coal for N. W. and S. W. station-houses,	128	90 00
	5, E. C. Markley, printing forms, handbills, &c., for Mayor's office from May 28, 1845, to October 25, 1845,	129	86 75
	10, Lewis Debozeear, bell for S. W. station-house, 1425 lbs. at 30 cents—less small bell returned, 616 lbs. at 30 cents,	130	242 70
	18, John S. Haverstick, 2029 gallons winter sperm. oil at 87½ cents,	131	1775 37
	J. & J. B. Andrews, lumber for watch house, boxes and ladders, and for dog cellar, from November 25, 1844, to October 31, 1845,	132	14 55
	Amount carried forward,		97042 53

1845.		No.	Dolls. C.
	Amount brought forward,		97042 53
Dec.	2, Orrin Bailey, pay of watch and police, November, 1845,	133	6189 00
	D. C. Thorn, paving round 91 lamp posts at 25 cts., and repairing pavement 50 cents,	134	23 25
	H. Harberger, repairing lamps N. W. district 3 months per contract, due 1st instant,	135	50 00
	N. Kohlenkamp, do. N. E. do. &c.,	136	59 25
	John Thomason, do. S. E. district 6 months, due 1st instant,	137	112 50
	John Harned, do. S. W. district 3 months, do.,	138	50 00
	3, Trustees Philadelphia Gas Works, gas for 1081 street lamps, market houses, City offices, station-houses, Washington and Franklin squares, and Permanent bridge, and repairs of gas fixtures 3 months to 1st instant,	139	7922 16
16,	Bond & Pawling, smith work at dog house, bell for S. W. watch house, watch box, and Mayor's office,	140	10 25
	William H. Bernard, 6 pieces blue pilot cloth, 165 yards at \$1 37½, for watchmen's great coats,	141	215 54
	John Swift, expenses of bringing criminals to justice,	142	150 00
31,	Orrin Bailey, pay of watch and police and salary of Clerk of Police, December, 1845,	143	6309 99
	J. Crissy, printing forms and notices for police,	144	24 50
	R. W. Desilver, 300 quills at \$1 25; 2 dozen blot- ters at \$6,	145	15 75
	Jacob Bennett, 3 months' allowance in lieu of rent to 31st instant,	146	25 00
	Eliza Farquhar, 3 months' rent of George St. station- house, due this day,	147	87 50
	A. Traquair, petty bills paid for Committee, 3 months to date,	148	251 85
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No. 4. Committee on Public Highways.			
Jan.	1, Amount at credit of this Committee at this date,		80 41
15,	A. Traquair, advance for paving-stone, and petty bills repaid,		650 00
16,	Trustees Philadelphia Gas Works, paving over gas pipes, December 31, 1844,		194 60
	9, Temporary Appropriation by Ordinance, to be de- ducted from general appropriation,		3000 00
Feb.	21, Appropriation by Ordinance,		24594 59
Amount carried forward,			<hr/> 28519 60 <hr/>

1845.		No.	Dolls. C.
	Amount brought forward,		28519 60
Mar.	6, A. Traquair, sale of locust sills from High street railroad,		10 00
April	1, Ditto, ditto, ditto,		37 25
	18, T. K. Wallace, from Gas Co., repaving over gas pipes, 3 months to 1st instant,		212 20
June	28, A. Traquair, cash from locust sills sold from High street railroad,		6 00
July	17, Appropriation by Ordinance, for relief of Caleb Parker,		760 39
Aug.	4, A. Traquair, received from Trustees of Gas Works, repaving over gas pipes to July 10, 1845,		259 55
Sept.	27, Ditto, received from E. Thorn, for locust sills sold by him,		16 50
Oct.	9, Appropriation by Ordinance, for grading and regulating Harrison and Hampton streets,		600 00
Dec.	31, A. Traquair, locust sills sold, High street railroad,		3 00
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	Expended,		30424 49
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	Balance at credit of this Committee,		28998 36
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Jan.	9, Charles Fox, assisting City Surveyors and Regulators, 22½ days at \$1 25, from December 1, 1844, to January 1, 1845,	1	28 12
	John P. Roberts, services as Messenger at City Surveyor's office 3 months, from October 1, 1844, to December 31, 1844,	2	16 25
	John Neff, pay of labourers, cleansing and repairing City railroad, 12 days at \$1, from December 23, 1844, to January 4, 1845,	3	12 00
	16, Adam Traquair, balance unpaid, L. Schofield's bill No. 251, December 24, 1844, and labourers, carters and pavers paving over ventilators, selecting and culling paving stone, paving over water pipes, Lombard street between Schuylkill 7th and 8th sts., and over gas pipes from December 23, 1844, to January 11, 1845, South district, on account,	4	316 04
	William & David C. Thorn, building sewer, inlets, &c., Sixth and Sassafra, and 3 bushels lime, \$25 60; arching and paving over 2 pump-wells at \$3; paving over 2 do. at \$1; repairs of inlets and mending footway at sundry prices, from August 1, 1844, to December 9, 1844, North and South districts,	5	47 60
	Bond & Pawling, 4 rammers at \$8; bar for inlet, North district; mending paving tools, bars for inlets, mending pump-irons, &c., South district, from October 11, 1844, to January 15, 1845,	6	118 93
	Wright & Hunter, plumber's work, Cedar above Twelfth street, repaving private hydrant interfered with in building public sewer,	7	10 65
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	Amount carried forward,		549 59

1845.		No.	Dolls. C.
	Amount brought forward,		549 59
Jan.	16, Benjamin T. Traquair, inspecting paving stone and serving notices, December, 1844, 31 days at \$1,	8	31 00
	John Coyle, smith work at City railroad, from June 11, 1844, to January 4, 1845,	9	129 77
	James Hoover & Co., 73 bushels lime at 19 cents, for inlets and repairs of do., from February 22, 1844, to September 21, 1844,	10	13 87
	Commissioners of Girard Estate, 3 months' rent of office at No. 9 South Fifth street, for City Surveyors, due 1st inst.,	11	75 00
	Dixey & Lawrence, 36 feet new pump at 50 cents, and mending pumps from June 10, 1844, to December 26, 1844,	12	240 30
	Adam Traquair, bills paid for 152½ team-loads of paving stone at \$2, for new paving, repaving, and patching, from October 17, 1844, to December 5, 1844, North and South districts,	13	305 00
	George Blachford, building inlets, repaving do. and sewers, arching and paving over 6 pump wells at \$3; paving round 13 pumps at \$1; repairing man-holes, &c., from March 22, 1844, to November 16, 1844, North and South districts,	14	188 25
	John Long, 410 team-loads of gravel and hauling at 79 cents, east of Broad street, by contract; 18 do. west of do. at 56 cts.; hauling 81 do. paving stone east of Broad street at 50 cents; 86½ do. to public lot at 75 cents, South district, less \$10 error overpaid in last bill, for patching and repaving, January 2, 1845,	15	429 35
	George James, hauling 33 team-loads of paving stone to public lot for patching at 75 cents, South district, December 16, 1844,	16	24 75
	George Blachford, paving private footways, December 19, 1844,	17	176 61
	Adam Traquair, advance to pay petty bills,	18	150 00
	Do. petty bills paid from October 1, 1844, to December 31, 1844,	19	106 00
	Do. City Commissioners' pay roll, labourers, pavers, and carters, balance due on bill No. 4, paid as above,	20	100 00
	23, John Neff, hire of labourers, cleansing and repairing City railroad, 12 days at \$1, from January 5, 1845, to January 18, 1845,	21	12 00
Feb.	13, T. K. Wallace, Commissioners' pay roll, pavers, labourers and carters, repairs of inlets and repaving streets, from January 13, 1845, to February 8, 1845, and repaving over gas pipes, North and South districts,	22	182 12
	John Neff, hire of 4 labourers, cleaning and repairing City railroad, 29½ days at \$1, from Jan'y. 18, 1845, to Feb'y. 8, 1845,	23	29 50
	Enoch Thorn, carpenters' and labourers' work at inlets, City railroad, making well-curb, repairing		
Amount carried forward,			2743 11

		No.	Dolls. C.
1845.	Amount brought forward,		2743 11
	wheelbarrows, and putting up posts at Summer street; carpenters $8\frac{3}{4}$ days at \$1 25, labourers 2 days at \$1, from December 2, 1844, to January 25, 1845,	24	12 94
Feb. 13,	Jacob Jarden, 2000 paving gutter bricks, Eighth street between Walnut and Locust streets, at \$8, December 9, 1844,	25	16 00
	George James, 38 team-loads of gravel and hauling east of Broad street at 50 cents, and 25 do. west of do. at 39 cents, for patching, January 25, 1845, North district,	26	28 75
	James F. Lee, 12 do. repaving Eighth street between Chestnut and Walnut streets, and 5 do. Spruce street between Tenth and Eleventh streets, all at 79 cts.,	27	13 43
	James McCloskey & Co., fixing 3 inlets at \$2 50; gutter stone, \$2 70; 185 feet 11 inches curbstone set at 45 cts., for lots of Daniel J. Rhoads, Agt., Perry Pindar, Agt., and Isaac S. Lloyd, owner; and 26 feet do., set at 45 cts., east side of Schuylkill Third between Sassafras and Vine streets (owner unknown), and paving footway of said lot, \$5,	28	100 01
	Benjamin T. Traquair, serving notices, measurement of streets, &c., January, 1845, 31 days at \$1,	29	31 00
	Curtis & Hand, $4\frac{1}{2}$ dozen Ames' No. 2 B. S. shovels at \$10 50; 1 doz. plain do. at \$10, from March 21, 1844, to July 15, 1844, North and South districts, for new paving, repaving, and patching,	30	57 25
	William H. Brown, setting in 6 bars in inlets at \$1 50; 1 do. at \$1 25; 2 do. at \$1; 47 lbs. lead for do. at 5 cts., from November 23, 1844, to January 14, 1845, South district,	31	14 60
27,	John Neff, 25 days' hire of 3 labourers, cleaning and repairing City railroad at \$1, from February 9, 1845, to February 22, 1845,	32	25 00
	Jacob Jarden, 6400 hard bricks at \$5 75, to pave footway south side of Pine street between Schuylkill Second and Schuylkill Third streets, for William H. Winder, February 24, 1845,	33	36 80
	George Blachford, paving said footway including materials, \$64 67, and also footways east side of Schuylkill Eighth between Lombard and King streets, \$9 14, January 3, 1845,	34	73 81
	Thomas & Edmund George, 7 bars 6 x $\frac{1}{2}$ English iron, 10 cwt. 1 qr. 8 lbs. at \$65 per ton, for City railroad—porterage, 31 cents,	35	33 85
	Thomas Lipsay, hauling 96 tons of ballast to sundry vessels at $31\frac{1}{4}$ cts.; do. 7 do. of small stone from Third street to public lot, and 10 do. from Spruce street to do. all at 50 cts., November 7, 1844, and January 2, 1845,	36	38 50
	Peter Bobb, 500 paving gutter bricks for repaving		
Amount carried forward,			3225 05

		No.	Dolls. C.
1845.	Amount brought forward,		3225 05
	Pleasant Avenue at \$8; 6500 hard bricks at \$6, for William H. Winder's footway corner of Schuylkill Third and Pine streets; 1700 do. do. footway, owner unknown, Schuylkill Eighth between King and Lombard streets; 2000 gutter do., repaving Eighth street between Chestnut and Walnut streets at \$7; and 500 do. at \$7, for patching S. W. corner Fifth and Walnut streets,	37	70 70
Feb. 27,	Charles Fox, assisting City Surveyors 22½ days at \$1 25, January, 1845,	38	28 12
	John Horton, paving private footway and materials, west side of Schuylkill Seventh street and Ritner street, January 11, 1845,	39	11 85
28,	Adam Traquair, advance to pay bills for paving stone,	40	500 00
Mar. 13,	Do. Commissioners' pay roll, pavers, labourers and carters, repairing streets and repaving over gas pipes, from February 15, 1845, to March 8, 1845, North and South districts,	41	148 58
	John Neff, hire of 4 labourers, cleaning and repairing City railroad at \$1 for 38 days, from February 24, 1845, to March 8, 1845,	42	38 00
	Enoch Thorn 8¾ days' work of 3 carpenters at \$1 25, at making pattern for inlets, broom and scoop handles, repairing screen for screening gravel and work at wheelbarrows, from February 3, 1845, to March 8, 1845,	43	13 44
	Charles Fox, assisting City Surveyor 22½ days at \$1 25, from February 1, 1845, to February 28, 1845,	44	28 12
	A. & G. Ralston & Co., 4 tons 1 qr. 18 lbs. of 2½ x ½ inch railroad iron at \$60, \$241 33; 125 plates, 94 lbs. at 6 cts., \$5 64; portorage, \$3, February 24, 1845,	45	249 87
	Benjamin T. Traquair, serving notices, measuring streets, and collecting bills, February, 1845, 28 days at \$1,	46	28 00
27,	A. Traquair, Commissioners' pay roll, pavers at \$1 50 per day, rammers at \$1 15, labourers at \$1, carters at \$2, repairing streets and repaving over gas pipes, from March 10, 1845, to March 22, 1845, North and South districts,	47	139 90
	James McCloskey & Co., resetting 293 feet curbstone at 8 cts. in Pleasant Avenue, \$23 44; cash paid City Surveyor for regulating, \$10,	48	33 44
	Enoch Thorn, carpenters' and labourers' work at City railroad, making stakes for regulating, and repairing fence round lot on Cedar street, from March 3, 1845, to March 22, 1845,	49	17 00
	Thomas Cline per E. Thorn, 678 birch brooms at 4 cents,	50	27 12
	Nathaniel Chestnut, hauling snow plough 5 times on		
	Amount carried forward,		4559 19

		No.	Dolls. C.
1845.	Amount brought forward,		4559 19
	City railroad at sundry prices from \$2 to \$7, from January 31, 1845, to February 15, 1845,	51	17 00
Mar.	27, John Neff, hire of labourers, cleansing and repairing City railroad,	52	64 12
	John P. Roberts, 3 months' attendance as Messenger at City Regulator's office, due 31st instant,	53	16 25
	A. Traquair, petty bills paid from 1st January last to date,	54	89 50
April	10, Adam Traquair, Commissioners' pay roll, pavers, carters and pavers, from March 26, 1845, to April 5, 1845,	55	264 39
	John Long, 50 team loads of gravel hauled east of Broad street, at 79 cents; 53 do. west of do. at 56 cents, North District,	56	69 18
	John Neff, stonecutters, repairing City railroad, 12 days at \$1 50; 12 do. at \$1 25; 48 do. labourers at \$1; from May 24, 1845, to April 5, 1845,	57	81 00
	John Lloyd, 452 feet 7 inches flagstone at 30 cents,	58	135 60
	John Coyle, smithwork at City railroad from January 6, 1845, to April 5, 1845,	59	297 10
	24, Adam Traquair, City Commissioners' pay roll, pavers, carters and labourers, repairing streets, grading unpaved streets, &c., from January 8, 1845, to April 19, 1845,	60	477 34
	Ditto, cash paid for 245 team loads of paving stone, at \$2,	61	490 00
	John Neff, stonecutter's work at City railroad, 12 days at \$1 50; 12 do. at \$1 25; 47½ do. labourers at \$1, from April 7, 1845, to April 19, 1845,	62	80 50
	A. & G. Ralston & Co., 19 bars 2½ by ¾ inch railroad iron, 1 ton 1 qr. 22 lbs. at \$80; 19 splicing plates, 26 lbs. at 8 cents; portorage 75 cents, for City railroad,	63	84 61
	George James, 172 team loads of gravel hauled east of Broad street, at 50 cents; 27 do. west of do. at 39 cents; hauling 25 do. paving-stone to Broad street lot at 62½ cts., for patching, North district,	64	130 65
	Isaac Meyer, Agent of Girard Estate, 3 months' rent of City Surveyor's office, due 1st instant,	65	75 00
	Charles Fox, 22½ days assisting City Surveyor, at \$1 25,	66	28 12
	John Long, 65 team loads of gravel hauled west of Broad street, South district, for patching, at 56 cents,	67	36 40
May	15, A. Traquair, City Commissioners' pay roll, pavers, labourers and carters, repairing and repaving streets and grading unpaved streets, from April 21, 1845, to May 10, 1845,	68	763 97
	John Neff, stonecutter's work at railroad, 18 days at \$1 50; 18 do. at \$1 25; 41 do. labourers at \$1, from April 21, 1845, to May 10, 1845,	69	90 50
	John Long, 109 team loads of gravel hauled east of		
Amount carried forward,			7850 42

		No.	Dolls. C.
1845.	Amount brought forward,		7850 42
	Broad street, at 79 cents; 54 do. west of do., at 56 cents, for patching,	70	116 35
May	15, George James, 113 do. do. North district, for patching and 70 do. for repaving, at 55 cents, east of Broad street, and hauling 30 do. paving stone, new paving Schuylkill Sixth street, at 75 cents,	71	123 15
	John Beatty, 200 feet gutter stone for Church Alley, at 16 cts.,	72	32 00
	Benjamin T. Traquair, inspecting paving stone, serving notices, &c., April, 1845, 30 days at \$1,	73	30 00
	Charles Fox, 22½ days assisting City Surveyors, at \$1 25,	74	28 12
	James Crissy, printing 500 copies pay roll, 2000 gravel tickets, 150 handbills relating to City railroad,	75	19 75
	29, Adam Traquair, City Commissioners, labourers and carters repairing streets, repairs of sewers, grading unpaved streets, &c., North and South districts, 2 weeks,	76	532 62
	John Miller, hauling 50 loads of paving stone, at 37½ cents,	77	18 75
	John Neff, stonecutter's work at City railroad, 11 days at \$1 50; 12 do. at \$1 25; 21½ do. labourers, at \$1,	78	53 00
	George James, 65 team loads of gravel hauled east of Broad street for patching, at 55 cts.; hauling 21½ do. of paving stone for new paving, at 75 cents, North district,	79	51 87
	Enoch Thorn, carpenter's work at City railroad, putting handles on picks, making stakes, work at inlets and trunks, and repairing wheelbarrows; 5½ days at \$1 50, 3¾ do. at \$1 25,	80	13 75
June	12, R. H. Smith, Commissioners' pay roll, labourers and carters, repairing streets, High street sewer, repairs of inlets and incidentals,	81	588 53
	John Neff, work at City railroad, stonecutters 12 days at \$1 50; 12 do. at \$1 25; labourers 12 do. at \$1,	82	45 00
	Benjamin T. Traquair, inspecting paving stone, May 1845, 31 days at \$1,	83	31 00
	A. & G. Ralston & Co., 1 bale, 150 sheets sheathing felt for railroad, at 12½ cts., and portorage,	84	19 25
	Gates & Baird, 662 feet lineal of flagstone at 30 cts.; 500 do. gutter-stone at 16 cents; hauling do. at 1½ cts.,	85	286 10
	Charles Fox, 22½ days assisting Surveyors, at \$1 25,	87	28 12
	Charles D. Lybrand, 26,500 hard bricks, sewer in High street, at \$5 50,	86	145 75
	Dawson & Anderson, hauling 53 team loads of paving stone for new paving at 62½ cts.; 97 do. of gravel hauled, east of Broad st., for patching, at 50 cts., North district,	88	81 62
	David C. Thorn, paving round 6 pumps at \$1; re-		
	Amount carried forward,		10095 15

		No.	Dolls. C.
1845.	Amount brought forward,		10095 15
	pairing inlet and repaving pavement round do.; building 2 new do., and arching and paving over pump wells,	89	29 75
June 12,	Edward T. Randolph & Co., 4 small square inlet frames, 1336 lbs. at 2½ cents,	90	33 40
20,	Adam Traquair, City Commissioners' pay roll, la- bourers and carters at new paving, repaving, re- pairing streets, High street sewer and miscellaneous, \$546 23; 142½ team loads of paving stone at \$2; 32½ do. at \$1 87; 50 one-horse do. at 50 cts.; petty bills paid 3 months, \$75,	91	992 00
	Dixey & Lawrence, pump work from November 27, 1844, to June 20, 1845, North and South districts,	92	196 45
	John P. Roberts, 3 months' attendance at City Sur- veyor's office to 30th inst.,	93	16 25
	Dawson & Anderson, 47 team loads of gravel hauled east of Broad street, at 50 cts.; 29 do. west of do. at 37½ cts.; hauling 9 do. paving stone at 62½ cents, patching, North district,	94	40 00
	Long, Collins & Lipsay, 203 team loads of gravel hauled east of Broad st., at 75 cts.; 130 do. west of do. at 44 cts., S. district,	95	209 45
	Enoch Thorn, carpenter's work at inlets and sewers, repairing wheelbarrows, and labourer cleansing inlet,	96	16 56
	John Neff, stonecutters 11½ days' work at City rail- road, at \$1 50; 12 do. at \$1 25; labourers 12 do. at \$1,	97	44 25
	Thomas Ramage, 20,000 hard bricks at \$5 50, for sewer in High street between Ashton and Front streets,	98	110 00
	Frederick Schober, 6 months' rent to 1st December last, for lot used for depot of paving stone, &c., Vine west of Twelfth st.,	99	15 00
July 10,	Adam Traquair, City Commissioners' pay roll, la- bourers and carters at High st. sewer, new paving, repaving, repairing streets, and miscellaneous— wages, 2 weeks,	100	628 08
	Benj. T. Traquair, inspecting paving stone and serv- ing notices, June, 1845, 30 days at \$1,	101	30 00
	Bond & Pawling, smith work, 4 rammers at \$9; 12 picks at \$1 50; 2 paving hammers at \$1 75; mending paving tools from March 6, 1845, to June 30, 1845, South district,	102	117 62
	John Neff, work at City railroad, stonecutters 10 days at \$1 50; do. 10 days at \$1 25; labourers 10 days at \$1,	103	37 50
	John Beatty, 407 feet of gutter stone at 16 cents; hauling do. at 1½ cents per foot,	104	71 22
	Gates & Baird, 404 feet of gutter stone at 16 cents; hauling do. at 1½ cents per foot,	105	70 70
	Dawson & Anderson, 32 team loads of gravel hauled		
	Amount carried forward,		12753 38

		No.	Dolls. C.
1845.	Amount brought forward,		12753 38
	at 50 cents, east of Broad st.; 20 do. west of do.		
July 10,	at 37½ cents—repairing streets North district,	106	23 50
	William F. Potts, 2 cwt. 2 qrs. 18 lbs. of English iron for City railroad at 4¾ cents per lb., and portage,	107	12 99
	Commissioners of Girard Estate, 3 months' rent of City Surveyor's office, due 1st inst.,	108	75 00
	Charles Fox, 22½ days, assisting City Surveyor, at \$1 25, June, 1845,	109	28 12
18,	Caleb Parker, appropriation made by Ordinance of July 17, 1845,	110	760 39
24,	Adam Traquair, Commissioners' pay roll, labourers and carters at new paving, repaving, repairing streets, High street sewer, and miscellaneous expenses, 2 weeks,	111	990 01
	Long, Collins & Lipsay, 189 team loads of gravel hauled east of Broad st. at 75 cents; 214 do. west of Broad st. at 44 cts., for new paving, repaving, and patching, South dist.,	112	235 91
	John Beatty, on account of gutter stone in Chestnut and Library sts., repaving,	113	200 00
	John Neff, work at City railroad, stonecutters 17 days at \$1 50; do. 12 do. at \$1 25; labourers 12 do. at \$1,	114	52 50
	Enoch Thorn, carpenter's work at inlets and sewers, putting in pick handles, putting up index boards, and repairing wheelbarrows and crotches,	115	24 94
	James Anderson, 38½ team loads of gravel hauled east of Broad st. at 50 cents, 3 do. west at 37½ cents, North district,	116	20 37
	Charles D. Lybrand, 2000 common paving bricks for patching at \$7 50,	117	15 00
Aug. 14,	Adam Traquair, Commissioners' pay roll, labourers and carters at new paving, repaving, repairing streets, repairs of sewers, sewer in High st., and miscellaneous expenses, \$1225 51; bills paid for 444 team loads of paving stone at \$2, \$888,	118	2113 51
	John Neff, work at City railroad, stonecutters 19½ days at \$1 50; do. 18 do. at \$1 25; labourers 22 do. at \$1,	119	73 38
	Long, Collins & Lipsay, 328 team loads of gravel hauled east of Broad street at 75 cents; 222 do. west of do. at 44 cents; hauling 86 do. of paving stone east of Broad street at 50 cents; do. 333½ west of do. at 75 cents, South district,	120	636 80
	Dawson & Anderson, 47 team loads of gravel hauled east of Broad street at 50 cents; 22½ do. west of do. at 37½ cents; hauling 83 loads of paving stone west of Broad st. at 62½ cents, North district,	121	83 81
	James McCloskey & Co., fixing 6 inlets at \$2 50; 32 feet new curbstone for do. at 45 cents; resetting 107 do. at 8 cents, at do.; hauling 4 loads to public lot from do. at 50 cents,	122	39 32
	Amount carried forward,		18138 93

		No.	Dolls. C.
1845.	Amount brought forward,		18138 93
Aug. 14,	D. Hutchinson, carting 5 loads to and from High st. sewer, 2 do. for inlets, 1 do. for railroad, 2 do. from Noble st. wharf, 33 do. for pumps, all at 25 cents, July, 1845,	123	10 75
	William Hamilton, 30 loads screened gravel for High st. sewer at 43 cents,	124	12 90
	John Beatty, 1368 feet of gutter stone and hauling at 17½ cents—less \$200 paid on account,	125	39 40
	David C. Thorn, laying 74,500 bricks in sewer in High st. at \$2; 85 bushels of lime for do. at 19 cents,	126	165 50
	James Harper, 28,000 bricks for do. at \$5 50,	127	154 00
	John Loyd, 363 feet of flagstone at 30 cents,	128	108 90
	John Miller, hauling do. at 3 cents,	129	10 89
	Benjamin T. Traquair, inspecting paving stone and serving notices, July, 1845, 31 days at \$1,	130	31 00
	Charles Fox, assisting City Surveyors 22½ days at \$1 25, July, 1845,	131	28 12
	J. Remington, lumber for regulating stakes and trunks, Locust and Schuylkill Second streets,	132	18 29
	Charles Fox, 3500 common paving bricks for gutters at \$8,	133	28 00
	John Miles, per E. Olmsted, professional services and expenses in the matter of James Stimpson's application for renewal of patent for turning short curves on railroads,	134	150 00
26,	Adam Traquair, Commissioners' pay roll, labourers and carters at new paving, repaving, repairing streets, repairs of sewers, and miscellaneous expenses,	135	745 48
	John Neff, work at City railroad, stonecutters 12 days at \$1 50; do. 12 do. at \$1 25; labourers 18½ do. at \$1,	136	51 50
	Enoch Thorn, carpenter's work at sewers and inlets, City railroad, and repairing wheelbarrows,	137	16 69
	Long, Collins & Lipsay, 292 team loads of gravel hauled west of Broad st. at 44 cents; 4 do. east of do. at 75 cents, for new paving and repairing streets, South district,	138	131 48
	Anthony Davis, sundry iron for City railroad at sundry prices, and portorage,	139	200 93
	Anderson & Dawson, 388 team loads of gravel hauled west of Broad st. at 37½ cents; 13 one-horse loads of do. hauled east of do. at 25 cents; hauling 61½ team loads of paving stone west of do. at 62½ cents, for new paving and repairing streets, North district,	140	187 18
	Charles D. Lybrand, 5000 paving bricks delivered at City carpenter's shop for paving round lamp posts, at \$8,	141	40 00
Sept. 11,	Adam Traquair, Commissioners' pay roll, labourers' and carters' wages 2 weeks at new paving, repairing streets, new sewers, and miscellaneous items,		
Amount carried forward,			20269 94

1845.		No.	Dolls. C.
	Amount brought forward,		20269 94
	\$713 35; cash paid for 178½ team loads of paving stone at \$2, \$357,	142	1070 35
Sept. 11,	Henry O. Agnew, making and repairing paving tools North district, from January 15, 1845, to August 17, 1845,	143	110 00
	Edward T. Randolph & Co., iron inlet castings, 4552 lbs. at 2½ cents, for new sewers and repairs of inlets,	144	113 90
	John Wallace, poor, state, and county taxes for 1845, on lot used for depot Third Ward Moyamensing,	145	105 00
	Long, Collins & Lipsay, 182 team loads of gravel hauled west of Broad street at 44 cents, 79 do. east of do. at 75 cents; hauling 499 feet of flagstone at 3 cents; do. 35 team loads of paving stone to lot at 75 cents, for new paving, repaving, and patching, South district,	146	180 55
	John Long, 20,000 bricks for sewer, Cedar street, at \$5 50,	147	110 00
	John Neff, work at City railroad, stonecutters at \$1 50; do. at \$1 25; labourers at \$1,	148	45 00
	Dawson & Anderson, hauling 55 team loads of paving stone west of Broad st. at 62½ cts.; 55½ do. of gravel hauled east of do. at 50 cents; 17½ do. west of do. at 37½ cents, North district,	149	68 69
	Benjamin T. Traquair, inspecting paving stone and serving notices 31 days at \$1, August, 1845,	150	31 00
	Charles Fox, assisting City Surveyors 22½ days at \$1 25, August, 1845,	151	28 12
	John Agnew, brass hinges, joints, and valves for inlet castings,	152	26 00
	D. Hutchinson, carting 51 one-horse loads at 25 cents, to and from Schuylkill Front and High street, City railroad, inlets, and for pumps; 2 do. inlet castings at 50 cents; 2 loads screened gravel at 50 cents; horse and cart 1 day \$1, August, 1845,	153	15 75
	N. L. Keyser, 1 year's rent due 1st instant, of lot on Broad st. above Sassafras, used for depot for paving stone, &c.	154	25 00
	Thomas Ramage, 2500 bricks for inlet Vine street, at \$5 50,	155	13 75
	David C. Thorn, arching and paving over 4 pump wells at \$3; rebuilding and repairing inlets and paving round pumps,	156	39 95
	George Blachford, arching and paving over 4 pump wells at \$3; paving round 9 pumps at \$1; building and repairing inlets,	157	28 25
	John Lloyd, 121 feet of flagstone at 30 cents,	158	36 30
	Gates & Baird, 808 feet of flagstone at 30 cents,	159	242 40
25,	Adam Traquair, Commissioners' pay roll, labourers and carters for new sewers, new paving, and repairing streets, 2 weeks,	160	707 55
	Amount carried forward,		23267 50

1845.		No.	Dolls. C.
Amount brought forward,			23267 50
Sept.	25, John Neff, work at City railroad, stonecutters 6 days at \$1 50; 12 do. at \$1 25; labourers 12 do. at \$1,	161	36 00
	Thomas Collins, 26 team loads of gravel hauled east of Broad st. at 75 cents; 24 do. west of do. at 44 cents, for repairing streets, South district,	162	30 06
	James Anderson, hauling 33 team loads of paving stone to lot at 62½ cents; 27 do. of gravel hauled east of Broad st. at 50 cents; 11 do. west of do. at 37½ cents, for repairing streets, North district,	163	38 25
	William Debaufre, 342 feet of stone for City railroad at 31½ cents,	164	107 73
	J. P. Roberts, services at City Surveyor's office, 3 months to 30th instant,	165	16 25
Oct.	9, A. Traquair, Commissioners' pay roll, labourers and carters 2 weeks at new paving, new sewers, repairing streets, and repairs of sewers, \$394 90; petty bills 3 months, \$92 91,	166	487 81
	John Neff, work at City railroad 2 weeks, stonecutters 12 days \$1 25; labourers 12 do. at \$1,	167	27 00
	John Coyle, smith work at City railroad from April 7, 1845, to September 20, 1845,	168	345 46
	William McAna, smith work at City railroad from March 7, 1845, to September 17, 1845,	169	31 34
	James Harper, Sr., 15,000 hard bricks at \$5 50, for sewer in Cedar street between Thirteenth and Broad streets,	172	82 50
	William Smith, laying 63,000 bricks in new sewer in Cedar street between Thirteenth and Broad sts., at \$2 12½,	171	133 56
	James Harper, Jr., 10,100 paving bricks for gutters and at shop at \$8; 500 do. for inlets at \$6; 500 do. at \$6 50; 500 hard do. for sewer in Cedar st. at \$5 50,	170	158 55
	Jacob Jarden, per A. Traquair, 15,000 hard bricks for Cedar street sewer at \$5 50,	173	82 50
	Thomas Ramage, 5000 paving bricks for gutters at \$8; 500 hard do. for inlet at \$5 50,	174	42 75
	James Anderson, 322 team loads of gravel hauled west of Broad st. at 37½ cents; 42 do. east of do. at 50 cents, North district, for new paving and repairing streets,	175	141 75
	A. Doan, 30 one-horse loads of screened gravel for sewer in Cedar st. at 35 cents,	176	10 50
	D. Hutchinson, carting 53 one-horse loads for inlets, pumps, &c., at 25 cents; 2 loads of screened gravel at 54 cents; 6 bushels of lime at 20 cents, September, 1845,	177	15 53
	Enoch Thorn, carpenter's work at inlets and sewers, putting up index boards, making broom handles, and repairing crotch, &c.,	178	24 37
	Benjamin T. Traquair, inspecting paving stone and serving notices, September, 1845, 30 days at \$1,	179	30 00
Amount carried forward,			25109 41

1845.		No.	Dolls. C.
	Amount brought forward,		25109 41
Oct.	9, Sheridan & Kellogg, hire of 2 carriages each twice for Committee, at \$3,	180	12 00
	Thomas Matlack, 140 bushels of lime at 17½ cents, for sewer in Cedar street,	181	24 50
	23, A. Traquair, Commissioners' pay roll, labourers and carters 2 weeks at new paving and repairing streets, John Neff, work at City railroad 2 weeks, stonecutters 12 days at \$1 25; labourers 12 do. at \$1, James Anderson, 72 team loads of gravel hauled at 37½ cts., west of Broad street; 22 do. at 50 cents, east of Broad street; 27 one-horse do. at 25 cents, for new paving and repairing streets,	182	570 24
	Commissioners of Girard Estate, 3 months' rent of City Surveyor's office, due 1st inst.,	183	27 00
	Charles Fox, 22½ days, assisting City Surveyors, at \$1 25, September, 1845,	184	44 75
		185	75 00
		186	28 12
Nov.	13, A. Traquair, Commissioners' pay roll, labourers' and carters' wages 2 weeks, for repairing streets, repaving, and miscellaneous items,	187	467 61
	John Neff, work at City railroad 2 weeks, stonecutters 18 days at \$1 25; labourers 18 do. at \$1, Thomas Mansfield & Co., fixing 7 inlets at \$2 50; 91½ feet of curbstone set at 45 cents at do.; resetting 98 feet do. at do. at 8 cents; hauling 6 loads of old stone to public lot, at 50 cents,	188	40 50
		189	75 89
	James Anderson, 22 team loads of gravel hauled for repairing streets east of Broad street at 50 cents; 32 do. for do. west of do. at 37½ cents, North district,	190	23 00
	Collins, Lipsay & Long, 125 team loads of gravel hauled east of Broad st. at 75 cents; 90 do. west of do. at 44 cts., for repairing streets and repaving, South district,	191	131 85
	Bond & Pawling, smith work, 4 rammers at \$9; repairs of pump work from July 10, 1845, to July 30, 1845,	192	43 75
	Benj. T. Traquair, inspecting paving stone and serving notices, October, 1845, 31 days at \$1,	193	31 00
	Charles Fox, assisting City Surveyors 22½ days at \$1 25, October, 1845,	194	28 12
	John Lloyd, 99 feet 8 inches flagstone for inlet at 20 cents; portorage, 3 loads at 50 cents,	195	21 43
	James Crissy, book of printed receipts for City Surveyor,	196	15 25
	John Conyers, lumber for sewer in Cedar street, Faust & Winebrener, 10 shovels at \$10 50 per dozen; 2 do. at \$8 per dozen,	197	11 25
		198	10 08
	27, A. Traquair, City Commissioners' pay roll, labourers' and carters' wages 2 weeks, for repairing streets and miscellaneous items,	199	277 35
	John Neff, work at City railroad, stonecutters 12 days at \$1 25; labourer 12 do. at \$1,	200	27 00
	Thomas Lipsay, 11 team loads of gravel hauled at		
	Amount carried forward,		27095 10

1845.		No.	Dolls. C.
Amount brought forward, .			27095 10
50 cents, for Cedar st. sewer; 13 do. for repairing streets at 44 cents; hauling 9 do. of dirt for repaving streets at 50 cents,		201	15 72
Nov. 27,	James Anderson, hauling 31 team loads of paving stone for repaving at 62½ cents; 41 do. of gravel hauled for repairing streets at 50 cents; 33 do. at 37½ cents,	202	52 25
	J. Harper, Jr., 10,000 second quality paving bricks to City shop for jobbing, at \$7 50,	203	75 00
	Charles Fox, 13,100 common paving bricks for gutters, new paving and repaving, at \$8, South district,	204	104 80
	Francis Coughlin, corporation taxes Moyamensing, 1845, on lot used as a depot by City Commissioners,	205	89 25
	Bond & Pawling, smithwork, making and repairing paving tools and work for pumps and inlets,	206	72 50
Dec. 11,	A. Traquair, City Commissioners' pay roll, labourers' and carters' wages 2 weeks at new paving and repairing streets, \$183 10; 79 team loads paving stone at \$2, \$158,	207	341 10
	John Neff, 2 weeks' work on City railroad, viz. stonecutters 12 days at \$1 25; labourer 12 do. at \$1,	208	27 00
	David C. Thorn, bricklayer's work 5 days putting in ventilating pipes in inlets at \$2, repairs of inlet and sewers, paving round pumps, &c.,	209	36 64
	Henry O. Agnew, repairing paving tools North district, from September 5, 1845, to Nov. 25, 1845,	210	38 75
	Bond & Pawling, smith work for repairs of inlets, from April 12, 1845, to December 2, 1845,	211	34 05
	John Lloyd, 231 feet 11 inches 10 inch gutter stone in front of Exchange at 18 cents; stonecutter's work at do. 1¼ days at \$1 75,	212	44 80
	Gates & Baird, 119 feet 7 inches flagstone for inlets at 20 cents,	213	23 91
	James Anderson, 28 team loads gravel hauled east of Broad st. at 50 cents; 10 do. west of do. at 37½ cents; hauling 15 do. paving stone to lot on Broad st. at 62½ cents, repairing North district,	214	27 12
	William Lawrence, pump work North district, from July 2, 1845, to December 5, 1845,	215	95 35
	Presley B. O'Neill, hardware for City railroad and new sewers,	216	19 49
	E. T. Randolph & Co., 3 square inlet frames, 1207 lbs. at 2½ cents,	217	30 18
	Benjamin T. Traquair, inspecting paving stone and serving notices to repair footways, &c., November, 1845, 30 days at \$1,	218	30 00
	Charles Fox, assisting City Surveyor 22½ days at \$1 25, November, 1845,	219	28 12
	John Miles, advance to pay expenses in the case of Stimpson v. The Mayor, &c.	220	75 00
26,	A. Traquair, City Commissioners' pay roll, labourers'		
Amount carried forward, .			28356 13

		No.	Dolls. C.
1845.	Amount brought forward,		28356 13
	and carters' wages 2 weeks, for repairs of inlets and repairing streets, South district,	221	33 56
Dec. 26,	John Neff, work at City railroad, stonemason's work 12 days at \$1 25; labourer 12 do. at \$1,	222	27 00
	Isaiah Dixey, pump work from July 10, 1845, to December 17, 1845, South district	223	106 95
	George Blachford, arching and paving over 3 pump wells at \$3; building inlet \$12; and repairing sundry inlets,	224	29 50
	John Lloyd, 96 feet 11 inches flagstone, Dock east of Third st. at 30 cents,	225	29 07
	Curtis & Hand, 2 dozen Ames' No. 2 shovels at \$10 25,	226	20 50
	John P. Roberts, 3 months' attendance at City Surveyor's office, due 31st instant,	227	16 25
	Joseph Sherin, per A. Traquair, filling up Harrison and Hampton streets, per contract,	228	379 40
			<hr/> 28998 36
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No. 5. Committee on Cleansing the City.			
Jan. 1,	Amount at credit of this Committee at this date,		1626 50
Feb. 21,	Appropriation by Ordinance,		9723 50
July 17,	Additional Appropriation by Ordinance,		1000 00
			<hr/> 12350 00
Dec. 31,	Expended,		10737 95
			<hr/> 1612 05
1844.	Balance at credit of this Committee,		<hr/>
Dec. 31,	Henry Bickley, cleansing the City 2 weeks per contract, due this day,	30	350 00
	(The above order was drawn at the above date and paid in 1845.)		
1845.			
Jan. 9,	James Crissy, paper and printing 3000 copies of Ordinance on Nuisances, do. and press-work of 2000 do.,	1	12 00
	15, Henry Bickley, cleansing the City 2 weeks per contract, due 14th inst.,	2	350 00
	29, Do. do. do. due 28th inst.,	3	350 00
Feb. 12,	Do. do. do. 11th inst.,	4	350 00
	26, Do. do. do. 25th inst.,	5	350 00
Mar. 12,	Do. do. do. 11th inst.,	6	350 00
	25, Do. do. do. due this day,	7	350 00
April 8,	Do. do. do. due 7th inst.,	8	350 00
			<hr/> 2812 00
	Amount carried forward,		

1845.		No.	Dolls. C.
Amount brought forward,			2812 00
April	22, Henry Bickley, cleansing the City 2 weeks, per contract, due 21st inst.,	9	350 00
May	7, Do. do. do. 6th inst.,	10	350 00
	22, Do. do. do. 20th inst.,	11	400 00
June	4, Do. do. do. 3d inst.,	12	400 00
	James Crissy, paper and printing, 19,500 notices for removal of ashes, at \$1 75,	13	34 12
	George W. Brown, $\frac{1}{4}$ box of segars for use of Committee,	14	6 25
	18, Henry Bickley, cleansing the City 2 weeks, by contract, due 17th inst.,	15	400 00
	Do. do. balance due on last bill,	16	50 00
July	2, Do. do. do. due 1st inst.,	17	450 00
	16, Do. do. do. 15th inst.,	18	450 00
	30, Do. do. do. 29th inst.,	19	450 00
	Do. extra washing and cleansing, as per bill,	20	12 75
	Peter M'Call, cash paid for do.,	21	29 25
Aug.	13, Henry Bickley, cleansing the City 2 weeks, per contract, due 12th inst.,	22	450 00
	20, Peter M'Call, bills paid for extra cleansing,	23	62 25
	27, Henry Bickley, cleansing the City 2 weeks, per contract due 26th inst.,	24	450 00
Sept.	9, Do. do. do. due 8th inst.,	25	450 00
	24, Do. do. do. 23d inst.,	26	450 00
	Peter M'Call, bills paid for extra cleansing,	27	81 33
Oct.	8, Henry Bickley, cleansing the City 2 weeks, per contract,	28	400 00
	Washington Hose Company, use of hose for extra cleansing,	29	50 00
Nov.	5, Henry Bickley, cleansing the City 4 weeks, per contract, due 4th inst.,	30	750 00
	19, Do. do. 2 weeks do., due 18th inst.,	31	350 00
Dec.	3, Do. do. do. 2d inst.,	32	350 00
	17, Do. do. do. 16th inst.,	33	350 00
	31, Do. do. do. 30th inst.,	34	350 00
			<hr/> 10737 95 <hr/>

No. 6. Committee on City Property.

Jan.	1, Amount at credit of this Committee,	1433 24
	11, A. Traquair, cash advanced to pay petty bills, repaid,	150 00
Feb.	21, Appropriation by Ordinance,	25120 00
		<hr/> 26703 24
Dec.	31, Expended,	26703 24
		<hr/>

	1845.		No.	Dolls. C.
Jan.	14,	John Diehl, labourers' wages at \$1, and carter at \$2 per day, from 23d December, 1844, to 13th January, 1845, at Tobacco Warehouse, Pine, Franklin, Independence and Washington Squares, and incidentals,	1	113 75
		Adam Traquair, advance to pay petty bills,	2	150 00
	28,	Lloyd & Feltwell, 107 lbs. stove-pipe at 16 cts., scuttle \$1, bricklayers' bill and materials \$3, Mayor's office,	3	21 12
		Patrick Kereven, 4 large trees for Washington Square at \$2 50, 7 do. at \$1 50, 1 do. \$2,	4	22 50
		Enoch Thorn, 11½ days' work of carpenters at \$1 25, for Washington, Rittenhouse, and Franklin Squares, Market-houses and incidentals, from December 23, 1844, to January 15, 1845,	5	14 06
		John Diehl, 1 month's salary of Superintendent, Clerk, and Watchman at Tobacco Warehouse, Superintendents of Public Squares and Burial Ground, Watchmen at Permanent Bridge and State House Steeple, and 2 weeks' wages of labourers at Tobacco Warehouse,	6	530 83
Feb.	11,	Do. commissions on collecting City rents, from December 28, 1844, to February 6, 1845, 2 per cent. on \$22,276, \$445 52, and 2 weeks' wages of labourers at Tobacco Warehouse,	7	573 52
	25,	Enoch Thorn, carpenters' wages 6½ days at \$1 25, at Rittenhouse, Penn. and Washington Squares, boxes for trees in Chestnut street, incidentals, Market-houses and Permanent Bridge, from January 27, 1845, to February 22, 1845,	8	70 93
		John Diehl, 1 month's salary due 28th inst., of Superintendent, Clerk, and Watchman at Tobacco Warehouse, Superintendents of Public Squares and Burial Ground, Watchmen at Permanent Bridge and State House Steeple, and 2 weeks' wages of labourers at Tobacco Warehouse, &c.,	9	689 82
Mar.	11,	Patrick Kereven, 3 large sugar maple trees for Chestnut street at \$2 50, 2 silver maples for Washington Square, horse and cart 1½ days hauling black dirt at \$2,	10	14 50
		Enoch Thorn, 22 days' wages of carpenters at \$1 25, at Washington Square, and incidentals, from February 24, 1845, to March 8, 1845,	11	25 00
		J. Diehl, hire of labourers at Washington and Independence Squares and Tobacco Warehouse, 112½ days' work at \$1, March 10, 1845,	12	112 75
		B. C. & C. S. Cooper, 2 watch-coats for Superintendents at Schuylkill Permanent Bridge at \$12,	13	24 00
	13,	Balance of last year debited by Resolution of Committee to this account,		1433 24
	25,	William Becket, 600 hoop-poles at \$3 50, 3400 do. at \$4, for Tobacco Warehouse,	14	157 00
		Enoch Thorn, 3 months' salary as City Carpenter		
Amount carried forward,				3953 02

		No.	Dolls. C.
1845.	Amount brought forward,		3953 02
	due 31st inst., \$175, 28 days' wages of carpenters at \$1 25, from March 10, 1845, to March 22, 1845,	15	210 00
Mar.	25, Joseph Brown, 53 dozen white cotton tape at 19 cents, for Tobacco Warehouse,	16	10 37
	John Diehl, 1 month's salary, due 31st inst., of Superintendent, Clerk, and Watchman at Tobacco Warehouse, Superintendents of Public Squares and Burial Ground, Watchmen at Permanent Bridge and State House Steeple, and 2 weeks' wages of labourers at Tobacco Warehouse,	17	561 07
	Joseph R. Chandler, Chairman, cash paid Wilcomb & King, New York, for 24 European sycamore trees at \$1; 20 Norway maples at \$1; packing do. in 8 bundles at 75 cts., \$6; carting, 75 cts. to vessel,	18	50 75
April	2, Robert W. Smith, extending Pine st. wharf on Schuylkill, on account,	19	300 00
	15, Francis Falls, putting smoke pipe on the east side of State-house steeple,	20	10 00
	Adam Traquair, petty bills paid, 3 months to 1st inst.,	21	157 50
	Thomas Ramage, hauling gravel, rubbish, trees, black earth and manure to and from Washington and Rittenhouse Squares and High street wharf, at sundry prices,	22	46 64
	Jonathan Yerkes, 27 pine trees bought by him for Franklin Square, at 75 cts.,	23	20 25
	Reeves & Whitaker, 5 kegs of W. H. nails for tobacco warehouse, at \$5 50, and portorage 25 cents,	24	27 75
	Hymen L. Lipman, 1 dozen pencils, 75 cts.; 100 leases of city property on parchment paper, \$10; 1 five quire cap ledger, \$3 50,	25	13 25
	William Ouram, smithwork for market houses and incidentals, from November 25, 1844, to March 1, 1845,	26	34 20
	James M. Conrad, 3 months' rent of office for use of clerks of High street market, due 1st inst.,	27	18 75
	Patrick Kereven, 3 large double flowering cherry trees for Rittenhouse square, at \$2; 25 trees for Penn and Logan squares, at \$1 25,	28	37 25
	Enoch Thorn, 60½ days' work of 4 journeymen carpenters, at \$1 25, from March 24, 1845, to April 12, 1845, at market houses, public squares, Permanent bridge, and incidentals,	29	75 31
	John Diehl, commissions at 2 per cent. on collecting \$10,461 city rents, &c., from February 8th, 1845, to April 12th, 1845, \$209 22; and labourers at tobacco warehouse, public wharves, public squares, and incidentals, from March 24, 1845, to April 14, 1845, at \$1; and carters at \$2, \$286 25,	30	495 47
	D. Hutchinson, carting 51 one-horse loads at 25 cents, to and from Washington, Franklin and In-		
	Amount carried forward,		6021 58

		No.	Dolls. C.
1845.	Amount brought forward,		6021 58
	dependence squares, and incidentals; 3 do. of coal		
	ashes from police cellar, at 50 cts., March, 1845,	31	14 25
April 30,	Enoch Thorn, 49 $\frac{3}{4}$ days' work of 6 journeymen car-		
	penters, at \$1 25, at market houses, public squares,		
	and incidentals, from April 14, 1845, to April 26,	32	62 50
	1845,		
	Patrick McCahey, 10 tons of coal delivered at the		
	city hall, at \$4, January 27, 1845,	33	40 00
	Robert W. Smith, work and materials for Sassafras		
	street wharf on Delaware, on account, .	34	1000 00
	John Diehl, 1 month's salary of superintendent,		
	clerk, and watchman at tobacco warehouse, super-		
	intendents of public squares and public burial		
	ground, watchmen at Permanent bridge and State-		
	house steeple, and labourers and carters, 2 weeks'		
	wages at tobacco warehouse, public squares, and		
	incidentals,	35	616 12
	Isaiah Lukens, 3 months' salary for care of State-		
	house clock, due 1st inst.,	36	50 00
May 13,	Robert W. Smith, building Sassafras street wharf on		
	Delaware, on account,	37	500 00
	George Baum, 217 loads of red gravel hauled to		
	Logan square, at 15 cts.; 67 do. to Independence		
	square, at 20 cts.,	38	45 95
	Enoch Thorn, 22 $\frac{1}{2}$ days' work of journeymen car-		
	penters, at \$1 50; 3 do. at \$1 25, for incidentals,		
	public squares, Permanent bridge and market		
	houses, from April 28, 1845, to May 10th, 1845,	39	37 12
	Francis Dardis, 1876 lbs. nails for tobacco warehouse,		
	at 11 cts., from November 26, 1844, to May 10,		
	1845,	40	206 36
	D. Hutchinson, carting 63 one-horse loads at 25 cts.;		
	gravel, 40 cts.; 1 load sods at 50 cts.; 2 do. tree		
	boxes by furniture car, 50 cents; 1 $\frac{3}{4}$ days' horse		
	and cart at \$2, for public squares, market houses,		
	Permanent bridge and incidentals, April, 1845,	41	21 15
	Adam H. Hinkle, 85 feet 3 inches extra superfine		
	white hemp rope for State-house clock, 36 lbs. at		
	30 cts.,	42	10 80
	Charles Elliott & Son, 5 tons Beaver Meadow coal,		
	at \$4 50,	43	22 50
	John Diehl, labourers and carters at public squares,		
	tobacco warehouse, and incidentals for Lemon		
	Hill, from April 28, 1845, to May 12, 1845,	44	269 42
	James Crissy, handbills, 2 books of tobacco receipts,		
	book of market rents, 43 alterations, and book of		
	sample receipts, from December 20, 1844, to April		
	22, 1845,	45	84 50
	John T. Roberts, repairs of water closet in basement		
	of city hall, do. of hydrant in Franklin square, and		
	of do. in city hall yard, from April 29, 1845, to		
	May 12, 1845,	46	17 25
27,	Enoch Thorn, carpenter's work at Logan, Penn and		
	Amount carried forward,		9019 50

		No.	Dolls. C.
1845.	Amount brought forward,		9019 50
	Independence squares, market houses and incidentals,	47	54 69
May 27,	Samuel Rush, Register of Watering Committee, water rent for 1845, for drawbridge lot store, tobacco warehouse, 3 stores in Dock east of Water street, and Schuylkill Permanent bridge,	48	26 00
	David C. Thorn, jobbing, mason's work and laying bricks at Franklin and Independence squares and police office,	49	35 50
	John Diehl, 1 month's salary of superintendent, clerk and watchman at tobacco warehouse, superintendents of public squares and burial ground, watchmen at Permanent bridge and State-house steeple, due 31st inst., and labourers and carters 2 weeks at tobacco warehouse,	50	612 63
June 10,	Jewell & Otley, painting at fish market and Washington and Logan squares, and glazing at mayor's and police offices,	51	36 75
	John T. Roberts, hydrant, stop-cocks, &c., for Logan square; lead pipe, 63 feet at 45 cts.; and cash paid water rent in advance, &c.,	52	55 24
	William Cowperthwaite, plastering ceilings of marshal's office in State-house, and of new police office, materials and carting,	53	46 00
	Enoch Thorn, carpenter's work, 23 $\frac{1}{4}$ days at \$1 50, for market houses, Logan square, Permanent bridge, incidentals, and tobacco warehouse,	54	34 87
	D. Hutchinson, carting 58 loads at 25 cts., to and from public squares, shop, city hall, and tobacco warehouse; 1 load of sand and carting, 50 cts.; 6 bushels of lime at 20 cts.,	55	16 20
	John Diehl, superintendents at \$1 25 and \$1 12 $\frac{1}{2}$ per day, labourers at \$1, carters at \$2, at tobacco warehouse, public squares, and incidentals at city stores, 2 weeks,	56	161 83
	Robert W. Smith, building Sassafras street wharf on Delaware, on account,	57	1800 00
24,	Samuel Wallace, tin work, tinning 160 feet of roof at police room, at 10 cts.; repairing piazza at Mayor's office; 17 feet of pipe at Permanent bridge, at 10 cts., &c.,	58	21 65
	Enoch Thorn, 3 months' salary as city carpenter, due 30th inst.,	59	175 00
	Brinton Jacobs, lumber, incidentals for police room and city stores,	60	20 00
	Abigail Physick, 6 months' ground rent on 2 lots, Filbert street near Schuylkill Eighth street, due 30th inst.,	61	50 00
	John Diehl, 1 month's salary, due 30th inst., of superintendent, clerk and watchman at tobacco warehouse, superintendents of public squares and burial ground, watchmen at Permanent bridge and State-house steeple, and 2 weeks' wages of labourers and		
Amount carried forward,			12165 86

		No.	Dolls. C.
1845.	Amount brought forward,		12165 86
	carter at tobacco warehouse, public wharves, and incidentals,	62	586 41
June 24,	Enoch Thorn, carpenter's work at market houses, Permanent bridge, city stores, treasurer's office, &c.,	63	27 00
July 15,	Philip M. Price & Co., various lines surveyed of the Lemon Hill estate,	64	10 00
	Samuel G. Butler, painting at public squares, Marshall's and Treasurer's office, 39 tree boxes Chestnut st. at 75 cents, engine house and glazing,	65	83 87
	A. Traquair, petty bills paid, 3 months to 1st instant,	66	168 74
	Peter Kiker, refreshments for committee at Lemon Hill, resetting 193 feet curbstone at tobacco warehouse at 6 $\frac{1}{4}$ cents; do. 348 do. at Independence square at 8 cents; 10 feet new curb set at 35 cents,	67	54 74
	Isaiah Lukens, repairs of Statehouse clock and cleaning do. \$20; care of do. 3 months to 1st instant, \$50,	68	70 00
	Charles G. Borhek, 6 months' attendance to New Market clock to 1st instant \$25; repairs of do. \$3,	69	28 00
	William Ker, sundry chandlery for tobacco warehouse,	70	29 85
	Charles J. Smith, 26 pieces paper hangings for Marshall's office and entry at 50 cents; 5 do. border at \$1 15; $\frac{1}{2}$ do. for chimney jamb,	71	19 57
	Thomas Ramage, 3500 hard bricks for sewer at Second st. market, \$5 50,	72	19 25
	Joseph M. Conrad, 1 quarter's rent of office for Clerks of High street market, due 1st instant,	73	18 75
	Euston & Weir, painting new fence, &c. at Permanent bridge, 2 coats,	74	72 50
	James S. Hansell, sundry turning for Washington and Logan squares, tobacco warehouse, and incidentals,	75	16 51
	McAllister & Co., 7 platina points for lightning rods for Permanent bridge at \$2 25,	76	15 75
	John McConnell, per John Diehl, whitewashing fence round Rittenhouse square,	77	15 00
	John Diehl, labourers 3 weeks at tobacco warehouse, public squares, Permanent bridge, Mulberry street wharf, Delaware, and incidentals,	78	121 44
	Enoch Thorn, carpenter's work at market houses, Permanent bridge, Franklin square and incidentals,	79	34 87
	James Remington, lumber for Permanent bridge, Washington square, market houses, incidentals and tobacco warehouse, from January 27, 1845, to May 28, 1845,	80	88 86
	Horace Binney, professional services, opinion in case of purchase of wharf adjoining Girard's wharf,	81	50 00
	Patrick Kereven, whitewashing fence and tree boxes round Logan square, 4 buckets, 2 bushels salt, 10 do. lime,	82	20 30
29,	Thomas Williams, Jr. & Co., lumber for Rittenhouse		
Amount carried forward,			13667 27

1845.		No.	Dolls. C.
Amount brought forward,			13667 27
July	29,		
	Charles D. Lybrand, 2800 paving bricks for Washington square, at \$8,	83	58 99
	Baxter & Brother, hardware for tobacco warehouse, market houses and incidentals,	84	22 40
	Reeves & Whitaker, 5 kegs W. H. nails, 500 lbs. at 6 $\frac{3}{4}$ cts., for tobacco warehouse and portorage,	85	24 62
	James Y. Humphreys, 5000 cards for tobacco warehouse at \$2,	86	34 00
	John Diehl, 1 month's salary due 31st inst., of superintendent, clerk, and watchman at tobacco warehouse, superintendents of public squares and burial ground, watchmen at Permanent bridge and state-house steeple, and labourers' wages 2 weeks at tobacco warehouse,	88	10 00
	Robert W. Smith, on account of building Sassafras street wharf on Delaware,	89	610 13
	Enoch Thorn, carpenter's work at market houses, Franklin square and incidentals,	90	1000 00
	Edmund J. Yard, county, poor and state taxes for tobacco warehouse and stores Dock and Front streets, 1845,	87	19 75
	John Yard, Jr., do. on city lot Schuylkill Front above Sassafras,	91	1000 00
Aug.	12,	92	155 00
	Simon Mudge, do. on stores, wharves and lots on and near Chestnut street and Schuylkill,	93	557 00
	Conrad Allbright, county, poor, and state taxes, 1845, on wharf lot north of Chestnut street, Delaware,	94	30 00
	Enoch Thorn, carpenter's work at Independence square, incidentals and tobacco warehouse,	95	25 37
	John Diehl, labourers and carters 2 weeks at tobacco warehouse, Washington and Independence squares and Permanent bridge, \$323 50; commissions on \$19,550, City rents, &c., collected at 2 per cent., \$391,	96	714 50
	Robert W. Smith, balance due on contract for building Sassafras street wharf on Delaware, \$200; cleaning Dock street Dock per agreement, \$200,	97	400 00
	26, Francis Dardis, 1224 lbs. wrought nails for tobacco warehouse at 11 cents,	98	134 64
	Charles J. Smith, 28 $\frac{1}{2}$ pieces paper hangings for U. S. Circuit Court room at 80 cents; 2 do. moulding at \$1 15; 8 corner piecing for pannels at 8 cents,	99	25 74
	John Diehl, 1 month's salary due 31st inst. of superintendent, clerk and watchman at tobacco warehouse, superintendents of public squares and burial ground, watchmen at Permanent bridge and state-house steeple, and 2 weeks' wages of labourers and carters at tobacco warehouse, public wharves and incidentals,	100	689 69
Amount carried forward,			19179 10

1845.		No.	Dolls. C.
	Amount brought forward,		19179 10
Aug.	26, Enoch Thorn, carpenter's work at market houses and incidentals,	101	26 62
	P. Murray, county, poor and state taxes on Lemon Hill estate, 1845,	102	605 00
	William Alexander, poor tax, 1845, on lot, &c., south side of Lombard street, from Ninth to Tenth street,	103	29 70
	Andrew McCallum & Co., 11½ yards carpeting for police room at \$1,	104	11 50
	J. S. McMullin, county, state and poor taxes, 1845, on N. W. watch-house,	105	46 50
	Robert P. James, county, poor and state taxes on N. E. watch-house, 1845,	106	40 00
	Margaret Christie, making and fixing up black curtains for 14 windows, and covering chandeliers in Council Chambers,	107	42 00
	Patrick Kereven, services in planting trees in front of state-house during winter of 1844-45,	108	50 00
	John Robb, extra work taking care of and watering young trees in front of state-house,	109	20 00
Sept.	9, John D. Bower, corporation of Spring Garden, taxes on Lemon Hill estate for 1845,	110	181 50
	M. Errickson, county and state taxes for 1845, on lot, &c., south side of Lombard street from Tenth to Eleventh street,	111	118 80
	Michael Molloy, 84 feet of chain for Independence square at 12½ cents,	112	10 50
	Jewell & Otley, painting 13 posts, 3 coats green, and lettering boards, Franklin square,	113	19 50
	William Cowperthwaite, 164½ yards plastering, U. S. Court room, at 35 cents; extra per agreement, \$5; and plastering over market stall, \$1,	114	63 52
	Samuel G. Butler, painting U. S. District Court room,	115	37 50
	D. Hutchinson, carting 47 one-horse loads at 25 cents, to and from Washington and Independence squares, Ann street property, market houses, tobacco warehouse and police cellar, August, 1845,	116	11 75
	Enoch Thorn, carpenter's work at market houses and incidentals,	117	20 25
	John Diehl, labourers' and carters' wages 2 weeks at public squares, Tobacco Warehouse, Permanent bridge and incidentals,	118	244 63
23,	Enoch Thorn, carpenter's work at market houses, public wharves and engine house, \$40 94, and 3 months' salary as city carpenter due 30th inst., \$225,	119	265 94
	Thomas Young per A. Traquair, 60 bushels of charcoal for city offices at 25 cents,	120	15 00
	Reeves & Whitaker, 5 kegs of nails, 500 lbs. at 5¼ cents and carting, less \$5 overpaid on last bill,	121	24 00
	John Diehl, 1 month's salary due 30th inst. of superintendent, clerk and watchman at tobacco warehouse, superintendents of public squares and burial		
	Amount carried forward,		21063 31

1845.		No.	Dolls. C.
	Amount brought forward,		21063 31
	ground, watchmen at Permanent bridge and state-house steeple, and labourers' wages 2 weeks at tobacco warehouse, Washington square and incidentals,	122	603 12
Oct.	14, A. Traquair, petty bills paid 3 months to 1st inst.,	123	153 21
	Isaiah Lukens, care of State-house clock and transit observation, 3 months to 1st inst., 50; cleansing clock in Treasurer's office, \$2 50,	124	52 50
	James Harper, 5000 paving bricks for Independence square at \$8,	125	40 00
	Sheridan & Kellogg, carriage hire for Committee, from March 4, 1845, to September 15, 1845,	126	30 00
	Thomas Ramage, 3000 paving bricks to engine house, Spruce street, at \$8,	127	24 00
	Thomas Durell, coal stove for Commissioners' office, pipe, repairs, &c.	128	32 44
	James M. Conrad, 3 months' rent of office for Clerks of High street market, due 1st inst.,	129	18 75
	Enoch Thorn, carpenter's work at market houses, public wharves, engine house, and State-house,	130	43 12
	John Diehl, commissions at 2 per cent. on collecting \$7640 50, City rents, &c., \$152 81; labourers' and carters' wages 2 weeks at public squares and wharves, Tobacco warehouse, engine house, and incidentals, \$265 93,	131	418 74
	Wilcox, Maris & Co., 23½ pieces black cambric, 500 yards at 12½ cts.; 4 pieces black crape at \$4 50,	132	80 50
28,	John P. Burn, county and state taxes, West Philadelphia, 1845,	133	231 00
	William L. Humphreys, poor and borough taxes, West Philadelphia, 1845,	134	203 00
	James Remington, lumber for western market, Franklin square, Tobacco warehouse, and crane on Schuylkill,	135	36 90
	Enoch Thorn, carpenter's work at public wharves, market houses, Permanent bridge, Rittenhouse square, and State-house,	136	25 87
	David Davis, smith work, tools and repairs of do. for paving at Schuylkill Permanent bridge,	137	10 40
	John Diehl, 1 month's salary due 31st inst., of superintendent, clerk and watchman at Tobacco warehouse, superintendents of public squares and burial ground, watchmen at Permanent bridge and State-house steeple, and 2 weeks' wages of labourers at Tobacco warehouse, public wharves, and incidentals,	138	600 07
Nov.	11, J. & J. B. Andrews, lumber for Logan and Rittenhouse squares, market houses, incidentals, Tobacco warehouse, Permanent bridge, and public wharves,	139	73 76
	Charles Elliott & Son, 5 tons of Beaver Meadow coal for Tobacco warehouse, 20 do. for City Hall, at \$4 50,	140	112 50
	Amount carried forward,		23853 19

		No.	Dolls. C.
1845.	Amount brought forward,		23853 19
Nov.	11, Edward T. Randolph & Co., 1 iron slide for crane, 32 lbs. at 2½ cts.; 1 large crane post, 1595 lbs. at 3 cents, for Chestnut st. wharf on Schuylkill,	141	48 65
	John Conyers, lumber for Tobacco warehouse and market houses,	142	31 94
	Enoch Thorn, carpenter's work at market houses, Independence square, public wharves, and incidentals, 2 weeks,	143	19 50
	John Diehl, labourers' and carters' wages 2 weeks, at Tobacco warehouse and at public squares and wharves,	144	162 50
25,	Enoch Thorn, journeymen carpenter's work 2 weeks at incidentals, market houses, and Franklin and Logan squares, 17½ days at \$1 50; 1¾ do. at \$1 25,	145	28 44
	Smith, Brother & Co., hardware for public squares,	146	10 75
	James S. Hansell, turning posts, &c., for public wharves, Logan and Rittenhouse squares, and incidentals,	147	18 45
	S. & D. Sellers, repairing hose for Independence square, and incidentals,	148	15 33
	John Diehl, 1 month's salary of superintendent, clerk, and watchman at Tobacco warehouse, superintendents of public squares and burial ground, watchmen at Permanent bridge and State-house steeple, and labourers' and carters' wages 2 weeks at Tobacco warehouse and Washington square,	149	644 07
Dec.	9, Harbert & Davis, lumber for Franklin and Logan squares,	150	50 64
	John Horton, laying bricks at public squares and wharves, market houses, and incidentals, from January 1, 1845, to November 12, 1845,	151	279 57
	Gates & Baird, granite and work at Permanent bridge and Tobacco warehouse,	152	141 74
	Brinton Jacobs, 500 feet white pine floor boards for Tobacco warehouse, at \$24 per 1000, and carting,	153	12 50
	Thomas Farley, soapstone slab, \$5 50; 8 days' work marking stones at market houses, at \$2,	154	21 50
	Isaiah Lukens, care of State-house clock 3 months to 31st inst., and transit observations,	155	50 00
	Philip Garrett, care of Jersey market clock, 1 year to 31st instant,	156	30 00
	Charles G. Borhek, care of New Market clock, 6 months to 31st instant, and repairs,	157	25 44
	J. M. Conrad, rent of office for Clerks of High st. market to 31st instant,	158	18 75
	Abigail Physick, 6 months' rent of 2 lots in Filbert st. west of Broad st., due 31st instant,	159	50 00
	Enoch Thorn, journeymen carpenter's wages 2 weeks at Logan, Rittenhouse, and South Penn squares, market houses, and incidentals,	160	33 19
	John Diehl, labourers' wages 2 weeks at Tobacco		
Amount carried forward,			25546 15

1845.		No.	Dolls. C.
	Amount brought forward,		25546 15
	warehouse and Washington and Independence squares,	161	74 25
Dec. 9,	William Williams, rope and other chandlery for Tobacco warehouse,	162	11 05
	Francis Dardis, 1483 lbs. wrought nails for Tobacco warehouse at 11 cents; 48 lbs. cut do. at 3 cents,	163	164 57
	Bond & Pawling, smith work at Tobacco warehouse, market houses, Independence square, and incidentals, from March 2, 1845, to November 15, 1845,	164	187 26
23,	Enoch Thorn, salary as City Carpenter from 1st October last to 22d instant, \$145 25; journeymen's wages at Rittenhouse and South Penn squares, and incidentals, \$30 69,	165	175 94
	Patrick M-Cahey, 6 tons broken and screened coal at City Hall, at \$4 50,	166	27 00
	John Diehl, 1 month's salary due 31st instant, of superintendent, clerk, and watchman at Tobacco warehouse, superintendents of public squares and burial ground, watchmen at Permanent bridge and State-house steeple, and labourers' wages at Tobacco warehouse,	167	517 32
			<hr/> 26703 54 <hr/>
<hr/> <hr/>			
<i>No. 7. Committee on Legacies and Trusts.</i>			
Jan. 1,	Amount at credit of this Committee at this date,		2187 46
Feb. 21,	Appropriation by Ordinance,		4812 54
Sept. 16,	George Campbell, Chairman, cash received from him, balance not expended for Boudinot lands,		32 53
			<hr/> 7032 53 <hr/>
Dec. 31,	Expended,		7016 00
	Balance at credit of this Committee,		<hr/> 16 53 <hr/>
Mar. 20,	Robert E. Nuttle, expenses of Board of Engineers of Fire Companies for 1845,	1	425 00
June 19,	A. Traquair, cash paid for 12 packs of blank cards at 20 cts.; $\frac{1}{4}$ box segars for Committee, \$6,	2	8 40
	Thomas Evans, refreshments for Committee in visiting Fire Companies,	3	38 50
July 17,	George Campbell, Chairman, expenses in visiting Boudinot lands,	20	228 10
			<hr/>
	Amount carried forward,		700 00

	1845.		No.	Dolls. C.
		Amount brought forward, .		700 00
July	18,	Benjamin Matthias, President Philadelphia Engine Co., appropriation for 1845,	4	300 00
		Emmor Kimber, Jr., President Harmony Fire Co., do.,	5	300 00
		W. Beck, President Columbia Engine Co., do.,	6	300 00
		Jacob Esher, President Hand-in-Hand Engine Co., do.,	7	300 00
		Charles P. Lange, President Delaware Fire Co., do.,	8	300 00
		Frederick Forst, President Washington Fire Co., do.,	9	300 00
		Edmund A. Souder, President Diligent Engine Co., do.,	10	300 00
		John F. Schell, President Reliance Fire Co., do.,	11	300 00
		Joseph Barton, President Hibernia Engine Co., do.,	12	300 00
		P. C. Ellmaker, President Phoenix Hose Co., do.,	13	300 00
		William H. Hamilton, President America Hose Co., do.,	14	300 00
		John P. Wetherill, President Philadelphia Hose Co., do.,	15	300 00
		E. Bradshaw, President Fame Hose Co., do.,	16	300 00
		John Kinsell, President Diligent Hose Co., do.,	17	300 00
		P. Fritz, President Perseverance Hose Co., do.,	18	300 00
		Patrick Fearon, Treasurer Schuylkill Hose Co., per order of President,	19	300 00
		G. K. Childs, President Good Intent Hose., do.,	20	300 00
		Charles Schaffer, President Resolution Hose Co., do.,	21	300 00
		R. Gaw, President Southwark Hose Co., do.,	22	300 00
Aug.	21,	Edwin Ward, President Washington Hose Co., do.,	23	300 00
Sept.	18,	Charles W. De Beust, President Robert Morris Hose Co., do.,	24	300 00
Oct.	30,	Sheridan & Kellogg, carriage hire for Committee,	25	16 00
				<hr/> 7016 00 <hr/>

Rental of the City Property for 1846.

	Dolls.	C.
307 Butchers' stalls, from \$150 to \$20, .	12295	00
651 Farmers' stalls and stands, from \$50 to \$10, .	15060	00
92 Dealers' stalls and stands, from \$60 to \$10, .	2850	00
123 Vegetable stands, from \$20 to \$12, .	1172	00
8 Meal stalls at \$20,	160	00
62 Fish-basket stands, from \$45 to \$8, .	1179	00
12 Fish-wagon stands,	465	57
192 Intersection stands, from \$20 to \$2, .	1360	00
Vine street wharf on Delaware, .	1100	00
Sassafras street wharf, do.	1200	00
Mulberry street wharf, do.	1000	00
High street wharf, do.	1200	00
Chestnut street wharf, do.	1500	00
Walnut street wharf, do.	400	00
Drawbridge wharf, do.	3500	00
Spruce street wharf, do.	200	00
Pine street wharf, do.	400	00
Cedar street wharf, do.	200	00
House on the east side of Water street, near the Drawbridge,	150	00
Lot, north-east corner of Front and Dock streets,	200	00
Store, Dock street, No. 1, east of Water street,	500	00
Six stores, Dock street, east of Water street, Nos. 3, 5, 7, 9, 11, 13, at \$350 each, .	2100	00
Store, Front street, corner of Dock street, .	350	00
Store, Front street, corner of Spruce street, (lower floor rented,)	150	00
Three stores, Front street, between Dock and Spruce streets, (ground floor rented,) .	600	00
Part of Tobacco Warehouse, (vacant,) .		
Income of Tobacco Inspection Warehouse, (from 1845,)	11329	72
Sassafras street wharf, on Schuylkill, .	100	00
Mulberry street wharf, do. (vacant,) .		
Nos. 1 and 2 of City property on Schuyl- kill, including Chestnut street wharf, City stores, wharf and Dock attached, .	1000	00
Amount carried forward,	61721	29

	<i>Dolls.</i>	<i>C.</i>
Amount brought forward,	61721	29
Nos. 3 and 4 of City Property on Schuylkill, vacant; No. 5 of do. including the landing and docks,	300	00
Walnut street wharf, on Schuylkill,	300	00
George street wharf, do. (vacant,)		
Spruce street wharf, do. (vacant,)		
Pine street wharf, do. (vacant,)		
Lombard street wharf, do.	40	00
Cedar street wharf, do.	50	00
Second story of the Statehouse,	2000	00
Six lots west of Schuylkill,	440	00
Two lots, south side of Lombard street, between Ninth and Tenth streets, let on ground rent,	90	00
Lot bounded by the Schuylkill, High street, Filbert street, and Ashton street,	500	00
Two houses in Ann street, between Schuylkill Seventh and Eighth streets, at \$80 each,	160	00
House in Beaver court,	150	00
Lot, north side of Chestnut street, from Schuyl- kill Front street to Ash alley,	20	00
Lot on Beech street, between High and Chest- nut streets, (vacant,)		
	<u>65771</u>	<u>29</u>

The total amount of stall and stand rents, stated above, is \$34,541 57, and includes all the stalls and stands in the Market-houses. The amount received for Market Rents in 1845, was \$32,975 66.

CITY COMMISSIONERS' OFFICE,

January 20th, 1846.

To the Select and Common Councils of the City of Philadelphia :

GENTLEMEN :—The City Commissioners respectfully submit to Councils the following Report, relative to the public work for 1845, showing the nature, location, and expense of the same.

The following Resolutions of Councils were passed during the year 1845, directing the Paving and Repaving of the following named streets, &c., &c.

Repaving :

Church Alley, from Third Street, east.
Sassafras Street, from Seventh to Franklin Street.
Walnut Street, from Del. Fifth to Sixth Street.
Library Street, from Del. Fourth to Fifth Street.
Chesnut Street, from Del. Third to Fourth Street.
Cedar Street, from Thirteenth to west side of Broad St.
Spruce Street, from Second Street to Aspin Alley.

New Paving :

Sch. Sixth Street, from Sassafras to Summer Street.
Summer Street, from Sch. Sixth to Sch. Seventh Street.
Hamilton Street.
Sch. Fourth Street, from George to Walnut Street.
Locust Street, from Sch. Third to Sch. Fourth Street.
Gulielma Street.
Sch. Second Street, from Pine to Lombard Street.

By Ordinance dated 15th April, 1845, the City Commissioners were directed to construct a Sewer in High Street, from the West side of Ashton to east side of Sch. Front Street.

By Ordinance dated 24th April, 1845, they were directed to construct a Sewer in Centre Alley, between High and Mulberry Streets. This sewer was constructed at the expense of the Girard Estate.

By Ordinance dated May 29th, 1845, they were directed to construct a Sewer in Cedar Street, from west side of Broad Street to connect with Thirteenth Street sewer.

All of which have been completed. The particulars of the expenses are stated herewith.

Respectfully submitted.

T. K. WALLACE,
LANE SCHOFIELD,
City Commissioners.

NORTH DISTRICT.

1845.

Jan.	11,	To Patching, per pay roll,	\$78 37
	25,	ditto, ditto,	75 20
Feb.	3,	ditto, ditto,	35 10
March	5,	ditto, ditto,	77 22
	22,	ditto, ditto,	87 57
April	5,	ditto, ditto,	127 12
	19,	ditto, ditto,	144 19
May	10,	ditto, ditto,	286 45
	24,	ditto, ditto,	246 27
June	7,	ditto, ditto,	279 45
	21,	ditto, ditto,	259 97
July	5,	ditto, ditto,	119 80
	19,	ditto, ditto,	170 52
Aug.	9,	ditto, ditto,	161 40
	23,	ditto, ditto,	161 00
Sept.	6,	ditto, ditto,	143 95
	20,	ditto, ditto,	136 25
Oct.	4,	ditto, ditto,	92 85
	18,	ditto, ditto,	190 07
Nov.	8,	ditto, ditto,	55 56
	22,	ditto, ditto,	177 75
Dec.	6,	ditto, ditto,	64 94

Amount carried forward,

\$3,171 00

1845.	Amount brought forward,	\$3,171 00
	To Amount of gravel, per bills, and hauling, -	\$565 62
	" Rent of lot on Broad street, - -	25 00
	" Inlets, and repairs of do.,	307 47
	" 112 Team loads paving stone, at \$2 62½, -	294 00
	" 655 Feet flagstone, at 33 cts., - -	216 15
	" Blacksmith's work, -	100 00
		<hr/> 1508 24
		<hr/> \$4,679 24
		<hr/>

*New Sewer in High street, from Ashton to east side of
Sch. Front street.*

Aug.	9,	To Labour and carting, - -	\$548 15
	27,	Blacksmith's work, - -	15 00
June	9,	26,500 Bricks, (C. D. Lybrand,) at \$5 50, - -	145 75
	20,	20,000 do. (T. Ramage,) do.	110 00
July	30,	28,000 do. (J. Harper,) do.	154 00
		85 Bushels lime, at 19 cents, -	16 50
		30 One-horse loads screened gravel at 43 cents, - -	12 90
		Laying 74,500 bricks, and inlets and repaving, at \$2, - -	149 00
		Carpenter's work, - -	15 00
			<hr/> \$1,166 30
			<hr/>

New Paving Sch. Sixth street, Sassafras to Summer street.

Aug.	9,	To Labour and carting, - -	\$100 00
	23,	ditto, - -	120 00
	26,	273 Team loads gravel, and hauling, at 37½ cents, - -	102 37
Sept.	6,	Pay roll, labour, &c., - -	65 00
			<hr/> 387 37
		Amount carried forward, -	

1845.	Amount brought forward,	-	387	37
Oct. 9,	3500 Bricks, at \$8,	-	28	00
	161 Team loads paving stone, and hauling, at \$2 62½,	-	422	62
	50 Feet flagstone, at 33 cents,	-	16	50
	1126 Square yards, cost about 76 cents,	-	\$854	49

New Paving Summer street, Sch. Sixth to Seventh street.

1845.				
Aug. 9,	To Labour and carting,	-	-	\$46 31
Sept. 20,	ditto,	-	-	154 75
Oct. 4,	ditto,	-	-	109 00
8,	264 Team loads gravel, at 37½			
	cts.,	-	-	99 00
	5000 Gutter bricks, at \$8,	-	-	40 00
15,	Pay roll,	-	-	30 00
	141 Team loads paving stone, and hauling, at \$2 62½,	-	-	370 12
	75 Feet flagstone, at 33 cents,	-	-	24 75
	986 Yards, cost about 87½ cents,	-	-	\$873 93

Repaving Sassafras street, Seventh to Franklin street.

April 19,	To Labour and carting,	-	-	\$65 00
	1100 Gutter bricks, at \$8,	-	-	8 80
22,	60 Team loads gravel, at 51			
	cents,	-	-	30 00
	10 Ditto, paving stone, and hauling, at \$2 50,	-	-	25 00
	468 Yards, cost about 32 cents per yard,	-	-	\$128 80

Repaving Church Alley.

May 10,	To Labour, &c.,	-	-	\$88 00
	200 Feet gutter stone, (J. Beatty,) at \$16,	-	-	32 00
	500 Ditto, (Gates & Baird,) and hauling,	-	-	87 50
	Amount carried forward,	-	-	207 50

1845.	Amount brought forward,	\$207 50
May 10,	To 10 Team loads paving stone, and hauling, at \$2 50, -	25 00
14,	70 Ditto, gravel, and hauling, at 55 cents, - - -	38 50
	35 Feet flagstone, at 33 cents, -	11 55
580 Yards, cost about 48 $\frac{3}{4}$ cents per yard,		<u>\$282 55</u>

Respectfully submitted.

T. K. WALLACE.

SOUTH DISTRICT.

1845.

Jan. 11,	To Patching, per pay roll,	\$43 41
25,	" ditto, ditto,	45 22
Feb. 5,	" ditto, ditto,	26 60
March 8,	" ditto, ditto,	71 36
22,	" ditto, ditto,	52 33
April 5,	" ditto, ditto,	137 27
19,	" ditto, ditto,	268 15
May 10,	" ditto, ditto,	389 52
24,	" ditto, ditto,	286 35
June 7,	" ditto, ditto,	251 08
21,	" ditto, ditto,	283 26
July 5,	" ditto, ditto,	152 88
19,	" ditto, ditto,	176 24
Aug. 9,	" ditto, ditto,	210 81
23,	" ditto, ditto,	107 85
Sept. 6,	" ditto, ditto,	240 10
20,	" ditto, ditto,	194 00
Oct. 4,	" ditto, ditto,	43 30
18,	" ditto, ditto,	19 80
Nov. 8,	" ditto, ditto,	124 66
22,	" ditto, ditto,	89 10
Dec. 6,	" ditto, ditto,	82 16
20,	" ditto, ditto,	21 56

Amount carried forward, \$3,317 01

1845. Amount brought forward, \$3,317 01

To Amount of gravel, per		
bills, - - -	\$682	69
“ Blacksmith’s work, do.	154	48
“ 115 Team loads paving		
stone, at \$2 75, -	316	25
“ 907 Feet flagstone, at 33		
cts., - - -	299	31
“ Incidentals, repairs of in-		
lets, &c., &c., -	340	75
		<hr/>
		1,793 48
		<hr/>
		\$5,110 49
		<hr/>

New Sewer, Cedar street, Thirteenth to Broad, west side.

Oct. 9, To 63000 hard bricks, at \$5 50 per		
1000, - - -	\$346	50
10, William Smith, for laying bricks,	133	56
Labour and carting, per pay roll,	509	80
17, 140 bushels of lime, - -	24	50
Thomas Minsford’s bill, -	32	29
25, A. Doan’s do., - - -	10	50
Blacksmith’s work, - -	10	00
		<hr/>
		\$1,067 15
		<hr/>

Repaving Walnut street, Del. Fifth to Sixth street.

July 19, To Labour and carting, per pay roll,	\$282	45
811 Feet gutter stone and hauling,	141	92
25 Team loads paving stone, at		
\$2 50, - - -	62	50
117 Ditto, gravel, at 75 cents, -	87	75
50 Feet flagstone, at 30 cents, -	15	00
		<hr/>
1213 Yards, cost about 48½ cents per yard,	\$589	62
		<hr/>

Repaving Library street, Del. Fourth to Fifth street.

Aug. 9, To Labour and carting, - -	\$187	05
617 Feet gutter stone, at 17½ cents,	107	97
		<hr/>
Amount carried forward, -	\$295	02

1845.	Amount brought forward,	\$295 02
Aug. 9,	To 8 Team loads paving stone, at \$2 50,	20 00
	119 Ditto, gravel, at 75 cents,	89 25
	50 Ditto, flagstone, at 30 cents,	15 00
	963 Yards, cost about 43½ cents per yard,	\$419 27

Repaving Chestnut street, Del. Third to Fourth street.

Aug. 29,	To Labour and carting,	\$287 20
	751 Feet gutter stone, at 17½ cents,	131 42
	125 Team loads gravel, at 75 cents,	93 75
	33 Ditto, paving stone, at \$2 50,	85 50
	75 Feet flagstone, at 30 cents,	22 50
	1316 Yards, cost about 47 cents per yard,	\$620 37

Repaving Cedar street, from Thirteenth to west side of Broad.

Oct. 18,	To Labour and carting,	\$360 56
	1500 Gutter bricks, at \$8,	12 00
	94 Team loads gravel, at 75 cents,	70 50
	1680 Yards, cost about 32½ cents per yard,	\$443 06

Repaving Spruce street, from Second to Aspin alley.

Oct. 18,	To Labour and carting,	\$189 95
	2000 Gutter bricks at \$8,	16 00
	68 Team loads gravel, at 44 cents,	29 92
	872 Yards, cost about 27 cents,	\$235 87

New Paving Hamilton street.

Aug. 9,	To Labour and carting, per pay roll,	\$90 05
	1000 Gutter bricks,	8 00
	Amount carried forward,	\$98 05

1845.	Amount brought forward,	\$98 05
Aug. 9,	To 40 Team loads gravel, at 75 cents, - - -	30 00
	15 Ditto, paving stone, at \$2 75,	40 25
	14 Feet flagstone, at 30 cents, -	4 20
		<hr/>
	151 Yards, cost about \$1 13 per yard,	\$172 50
		<hr/>

New Paving Sch. Fourth, George to Walnut street.

Aug. 9,	To Labour and carting, per pay roll,	\$190 92
	2500 Gutter bricks, at \$8, -	20 00
	100 Team loads paving stone, at \$2 75, - - -	275 00
	172 Ditto, gravel, at 44 cents, -	75 68
		<hr/>
	728 Yards, cost about 77 cents per yard,	\$561 60
		<hr/>

New Paving Locust, from Sch. Third to Sch. Fourth street.

Aug. 23,	To Labour and carting, per pay roll,	\$144 62
	100 Team loads paving stone, at \$2 75, - - -	275 00
	267 Ditto, gravel, at 44 cents, -	117 53
	3500 Gutter bricks, at \$8, -	28 00
	26 Feet flagstone, at 30 cents, -	7 80
		<hr/>
	789 Yards, cost about 72½ cents per yard,	\$572 95
		<hr/>

New Paving Gulielma street.

Sept. 6,	To Labour and carting, per pay roll,	\$82 55
	47 Team loads paving stone, at \$2 75, - - -	129 25
	86 Ditto, gravel, at 44 cents, -	37 84
	2000 Gutter bricks, at \$8, -	16 00
	26 Feet flagstone, at 30 cents, -	7 80
		<hr/>
	328 Yards, cost about 83 cents,	\$273 44
		<hr/>

New Paving Sch. Second, from Pine to Lombard street.

1845.

Sept. 6,	To Labour and carting, per pay roll,	\$173 83
	125 Team loads paving stone, at	
	\$2 75, - - -	343 75
	259 Ditto, gravel, at 44 cents, -	113 96
	3000 Gutter bricks, at \$8, -	24 00
	26 Feet flagstone, at 30 cents, -	7 80
		<hr/>
872 Yards,	cost about 75 cents per yard,	\$663 34
		<hr/> <hr/>

Respectfully submitted.

LANE SCHOFIELD.

APPENDIX, No. XXIII.

To the Select and Common Councils of the City of Philadelphia :

The Committee on Legacies and Trusts, to whom was referred, on the 21st of October last, that part of a communication from the late Mayor, relating to the Fire Department, and on the 6th of November following, several resolutions agreed to on the 24th of October, 1844, in the Select Council, relating to the expediency of modelling the Fire Department,

REPORT—

That they have given the subject that consideration which their importance required, and the source from which they proceeded demanded; but are decidedly of opinion that the changes suggested are not at present expedient or practicable.

The Committee here repeat the opinion they have before more than once expressed, of the good conduct and correct deportment of all the accepting Companies in the Fire Department, and they cannot observe or point out any benefit

or advantage that would accrue by any change or alteration of the existing system.

The expense that would necessarily be incurred by a purchase of engine apparatus and the payment of engineers would be very considerable. The cost of twenty engines, "in suitable proportions," the Committee estimate would not be less than fifty thousand dollars, and the annual charge for engineers, repairs and contingencies, at least sixty-six thousand dollars annually, which seems a sufficient objection to this plan, without further remark.

In the communication from the late Mayor, he expresses his apprehension that collisions between the accepting and non-accepting Companies at fires will occasion disturbances; the experience and observation of the Committee do not lead to this conclusion, as they are not aware of any disturbance having arisen from this cause. The difficulties arise entirely from the lawless intermingling of the Companies from the adjoining districts, and were it not for the great forbearance of the accepting Companies of the city, scenes of riot and confusion would ensue, not easy to subdue.

It is against these intrusions the Committee think that Legislative protection ought to be obtained, and submit for the consideration of Councils a resolution authorizing an application to our Legislature now in session for authority to the City and District Corporations to pass such ordinances as they think proper, to prevent the Companies, unless authorized by them, from interfering at fires or using the water.

The subject of police the Committee do not think comes within their province, or is necessary to submit any remarks at this time.

The Police Committee have the matter before them, and the Councils have recently requested our able and efficient Mayor to prepare and digest a plan which his experience will no doubt render more complete.

The Committee therefore ask to be discharged from the further consideration of the matters referred to them above.

The Committee avail themselves of this opportunity of expressing their satisfaction, and that of the Fire Department, with the Alarm Bell now placed at the South-west Station House, which is useful and effective; and they very respectfully ask attention to the immediate change of those of the other station houses, which this Committee from actual inspection found not to be of sufficient size, nor pro-

perly elevated for the purposes they are intended. The Committee will also suggest that advantageous change might be effected in striking the bells in case of a fire. This duty is now given to the Captains at their respective station houses; but as their police duties often interfere, requiring their personal attention, the alarm is not given as early or as accurately as could be desired.

January 29th, 1846.

GEO. CAMPBELL, *Chairman*,
WM. G. MENTZ,
GEO. R. FISHER,
ALGERNON S. ROBERTS,
ROBERT TOLAND,
ISAAC ELLIOTT,
EDMUND A. SOUDER.

Resolved, That the Presidents of Councils be requested to memorialize the Legislature for the passage of an act which shall authorize the Select and Common Councils to pass ordinances to prohibit companies or individuals not authorized by ordinance of said Councils to take any apparatus to fires for the purpose of extinguishing the same. And that the Committee on Legacies and Trusts be directed to attend to the prosecuting the same.

APPENDIX, No. XXIV.

To the Select and Common Councils of the City of Philadelphia:

The Committee on Legacies and Trusts, to whom the Select Council on the 18th of December last referred a communication from coloured citizens, inquiring why they do not receive a proportion of wood appropriated by Councils for the poor during the winter,

REPORT—

That the wood distributed by the Committee during the winter is not procured by an appropriation of Councils, but is wholly derived from the interest of funds either given or bequeathed by charitable individuals for that purpose,

and the distribution is necessarily governed by their directions.

The late Stephen Girard, from whom the largest sum was derived, expressly confines his bounty to "poor white housekeepers and roomkeepers."

In the years 1793 and 1796, donations were made for supplying out of the interest thereof "the necessitous inhabitants of the said city with fuel in the winter season."

In the year 1804, a legacy from the late John Bleakey, Esquire, was paid to the City Treasury "as a fund to procure fuel during the winter season for poor housekeepers widows."

And in the same year a legacy from Mrs. Elizabeth Kirkpatrick was paid into the City Treasury "for the use of the poor of the said city without any distinction of person or colour," which was added to the above funds.

These donations and bequest being general in their objects, the Committee have endeavoured to make them so in their distribution, and have not confined the benefit to any particular class, so that deserving persons of colour who have presented themselves have not been refused on that account. This is the course the Committee have heretofore adopted, and no doubt will be adhered to in future.

The Committee request to be discharged from the further consideration of the subject, and submit a resolution to that effect.

January 29th, 1846.

GEO. CAMPBELL, *Chairman*,
WM. G. MENTZ,
GEO. R. FISHER,
ALGERNON S. ROBERTS,
ROBERT TOLAND,
ISAAC ELLIOTT,
EDMUND A. SOUDER.

Resolved, That the Committee on Legacies and Trusts be discharged from the further consideration of the communications from coloured citizens referred to them by the Select Councils on the 18th of December last.

APPENDIX, No. XXV.

To the Select and Common Councils of the City of Philadelphia :

The Committee on Legacies and Trusts, to whom was referred on the 18th of December last, a memorial from the America Hose Company, asking Councils to repeal the districting portion of the ordinance regulating the Fire Department, passed January 4th, 1844,

REPORT—

That they have given the subject their earnest attention, but cannot find in any of the suggestions in the memorial of that respectable company sufficient reasons to recommend the repeal asked for.

The Committee in their report to Councils on a similar application from the Philadelphia Hose Company, June 20th, 1844, (Journal of Councils, Vol. 9th, Appendix, page 145,) stated their reasons fully on this point, and they will only repeat here that the City Companies are not prohibited from going into the districts, “when a fire occurs within two squares where their apparatus is located,” or “when thereto required by such persons as may be designated by the municipal corporation of such district.” The Committee are at a loss to conceive why any of the City Companies should wish to intrude their services where they are not desired or wanted. The districts are now sufficiently provided with Engines, and if they conceive they are not, they can readily demand assistance by adopting the regulation prescribed by the ordinance.

The Committee therefore ask to be discharged from the further consideration of the subject, and submit a resolution to that effect.

January 29th, 1846.

GEO. CAMPBELL, *Chairman*,
WM. G. MENTZ,
GEO. R. FISHER,
EDMUND A. SOUDER,
ALGERNON S. ROBERTS,
ROBERT TOLAND,
ISAAC ELLIOTT.

Resolved, That the Committee on Legacies and Trusts

be discharged from the further consideration of the memorial of the America Hose Company referred to them on the 18th of December last.

APPENDIX, No. XXVI.

To the Select and Common Councils of the City of Philadelphia :

The Committee on Legacies and Trusts

REPORT—

That the Board of Engineers of the Middle Fire District not having been appointed at the time this Committee submitted to Councils the estimate of the amount necessary for their use the ensuing year, they were unable to state what sum would be required by that Board.

Since their appointment and organization, they have requested the sum of two hundred dollars to procure equipments for the newly elected Engineers, and for some expenses attending their meetings for rent, fuel and stationery, which the Committee are of opinion is reasonable and just, and recommend to Councils to grant. They therefore ask, that the sum of two hundred dollars be added to the appropriation made for the use of this Committee.

All which is respectfully submitted.

January 29th, 1846.

GEO. CAMPBELL, *Chairman*,
WM. G. MENTZ,
GEO. R. FISHER,
ALGERNON S. ROBERTS,
ROBERT TOLAND,
ISAAC ELLIOTT,
EDMUND A. SOUDER.

APPENDIX, No. XXVII.

The Committee on Public Highways report the following Bill :

An Ordinance

Making a Temporary Appropriation to the Committee on Public Highways.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That the sum of Two Thousand Dollars be, and the same is hereby appropriated to the Committee on Public Highways : which sum shall form part of, and be deducted from the annual appropriation to said Committee for the service of the year 1846.

Phila., January 29th, 1846.

HENRY C. CORBIT, *Chairman,*
SAUNDERS LEWIS,
DANIEL L. MILLER,
ALGERNON S. ROBERTS,
A. J. LEWIS,
T. C. ROCKHILL,
JAS. J. BOSWELL.

APPENDIX, No. XXVIII.

The Committee on Police respectfully submit the following draft of

An Ordinance

Making a Temporary Appropriation to the Committee on Police.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That the sum of Twenty Thousand Dollars be, and the same is hereby appropriated for the use of the Committee

on Police, which sum shall form a part of, and be deducted by the City Treasurer from the annual appropriation to said Committee on Police for the year one thousand eight hundred and forty-six.

January 27th, 1846.

CHAS. A. POULSON, *Chairman*,
JOHN P. WETHERILL,
JOHN TRUCKS,
ROBERT TOLAND,
CHAS. NORRIS,
WILLIAM MORRIS,
JOHN TOWNE,
Committee on Police.

APPENDIX, No. XXIX.

To the Select and Common Councils:

The Committee on Finance being required by existing ordinances to submit an Annual Report in relation to the financial condition of the City, have much pleasure in presenting the same, together with the following remarks and statements.

In anticipation of the Loans, amounting to four hundred and fifty-six thousand dollars, which became due on the 1st of January last, the Committee directed the City Treasurer to advertise on the 12th November previous, in the city newspapers, that such Loans would be paid; and it was also intimated to the holders of the certificates that upon presentation of the same they could obtain their respective amounts on any day previous to the above-mentioned period.

The causes to which are mainly attributable the success with which the City was fully able to meet the above payment, are, the strict economy which has characterized for some years past the City Councils, and for which much praise is due, and also to the adoption of that wise measure which established a Sinking Fund.

The Committee think it proper to refer to these, inasmuch as by reflecting on the results which have been pro-

duced,* Councils may pursue a course hereafter, having regard to both the causes alluded to.

Judicious economy *united* with a sinking fund, cannot fail to produce the happiest results; *divided*, they cannot, to say the least, do so, but to a limited extent.

The Committee cannot omit, here, congratulating Councils, in common with their fellow citizens, in having been able to pay the large amount of Loans which became due, together with the current expenses of the year, without resorting to any increase of taxation, or by creating any new loans, inasmuch as the consolidated loan issued to a limited extent in the redemption, was a loan created by the Ordinance of May 9, 1839, as a substitute for the same amount of City Loan *then cancelled*, which had been purchased for and was held by the sinking fund.

By the very proper supervision on the part of Councils, and as far as may be by limiting the several Committees in their expenditures to the sums appropriated to them, and also by the continuation of an adequate appropriation to the sinking fund, the Committee are much encouraged in the reflection, that at an early period, their fellow citizens may look forward to a further reduction of the taxes.

Indeed this might at the present period be the case, but for the extraordinary expenses incurred by the riots of 1844, and also to the course pursued by an adjoining district in their usurpation of the rights of the city proper, in connexion with the Schuylkill water granted to the city, and which grant has since been confirmed by the decision of the Supreme Court *Nisi-prius*.

The Committee refer to the Sinking Fund, shown by a schedule hereto annexed, containing a list of Loans, &c. held in trust for it, together with the estimate put upon them by the Committee, and the par value thereof,—and take this opportunity of suggesting that all investments for the future be made, as far as practicable, for this fund, in the City Loans, as already provided by ordinances.

The effect will be to ensure the entire confidence of the public both at home and abroad, and consequently, to make our loans of equal, and, it may be, of higher value than those of other cities and corporations.

The Committee submit the following statements, showing the probable fiscal liabilities, and the available means of the City to meet the same, for the year 1846.

Liabilities.

Unclaimed Interest due previously to 1st January, 1846,	\$2,525 90
Semi-annual Interest due July 1st, 1846,	50,885 00
Do. do. do. due January 1, 1847,	50,885 00
Interest on Coupons due May 1st and Nov. 1st, 1846, including exchange on London, and commissions and State tax,	8,147 00
One per cent. Loan, due May, 1838 and 1839, uncalled for,	1,891 45
Six do. do. due January 1st, 1830, do. do.	200 00
Five do. do. due January 1st, 1840, do. do.	200 00
Due Trust Funds,	312 54
“ Sinking Fund,	100,207 68
“ Trustees City Ice Boat,	6,667 33
Appropriations to Standing Committees, viz. :	
Watering Committee,	39,600 00
Committee on Finance,	35,000 00
Do. Police,	123,000 00
Do. Public Highways,	25,750 00
Do. Cleansing,	11,350 00
Do. City Property,	24,550 00
Do. Legacies and Trusts,	6,375 00
Annual appropriation to City Ice Boat, less the amount due to them as stated above,	832 67
Annual appropriation to Sinking Fund on account City Ice Boat,	1,000 00
Annual Appropriation to Sinking Fund,	36,000 00
	<hr/>
	\$525,379 57

Means for 1846.

Cash in the Treasury, January 1, 1846, including the unexpended appropriations to the Standing Committees for 1845, amounting to \$8,167 38,	\$186,469 67
Less the semi-annual Interest due that day,	\$58,755 00
And outstanding drafts on Committees,	1,700 00
	<hr/>
	\$60,455 00
	<hr/>
Amount carried forward,	126,014 67

Amount brought forward,	\$126,014 67
Balance of Taxes to receive of 1845,	22,900 00
Water Rents,	96,000 00
Market Rents,	33,000 00
Rental of City Property,	19,200 00
Tobacco Warehouse,	11,300 00
Contingent Moneys,	5,600 00

\$314,014 67

Total Liabilities,	\$525,379 57
Means,	314,014 67

Leaving a deficiency to be provided for by
Councils of \$211,364 90

From the estimates furnished, and appropriations asked for by the standing Committees for the year 1846, the Committee on Finance have made such deductions as in their opinion could be done, keeping in view that no disadvantage might result to the community by so doing, but on the contrary, looking to the future in connexion with the finances, that much good would arise therefrom.

They have felt it the more imperative on them to make these deductions, inasmuch as the Watering Committee have been under the necessity of asking for an increase over last year to their appropriation of about fifteen thousand dollars. This, as has been observed, was absolutely necessary, owing to the decayed state of three of the water-wheels, &c.

The deductions being made, however, leaves the deficiency as above stated of \$211,364 90

To be met, in part, by a tax similar to that of last year on the real estate of the city, amounting to \$57,700,000, of thirty-six cents on every one hundred dollars, which will yield \$206,282 00

And the Personal tax, 7,108 00

Total,	\$213,390 00
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From which deduct commissions
and allowances, 13,773 00

And there remains, \$199,617 00

Still leaving a deficiency of \$11,747 90

And for this deficiency of \$11,747 90, the Committee on Finance recommend that an appropriation be made by Councils from the income of the residuary estate of Mr. Girard, and set apart the sum of twenty-five thousand dollars for Police and other City expenditures for the present year.

The draft of an Ordinance is annexed, making the appropriations,—one to set apart the sum of \$25,000 out of the unexpended balance of the income of the residuary portion of the Girard Estates: and also one for providing such means as may be determined upon by Councils to meet the appropriations.

The deductions alluded to are as follows:

The Committee on Public Highways.

Item—New Paving,	\$1,150 00
“ Repaving,	600 00
“ Hammered Stone for two squares,	5,000 00
“ Repairing Streets and paving over Water Pipes,	2,000 00
“ New Culverts,	1,400 00
“ Repairs and labour on City Railroad,	1,000 00
“ Miscellaneous,	1,500 00
	<hr/> \$12,650 00

The Committee on City Property.

Item—Incidentals,	\$ 150 00
“ Sheathing one arch underneath the Permanent Bridge with zinc,	2,000 00
“ Erecting one Market House in the south western section of the city,	5,000 00
“ Erecting one Market House between Schuylkill Front and Ashton streets,	5,000 00
	<hr/> \$12,150 00

Committee on Police.

Item—Purchase of a Station House,	7,500 00
Amount carried forward,	<hr/> \$32,300 00

Amount brought forward, \$32,300 00

Committee on Cleansing.

Item—Extra cleansing, 500 00

Making together, \$32,800 00

Philadelphia, February 10th, 1846.

EDMUND WILCOX, *Chairman*,
JNO. RODMAN PAUL,
WILLIAM MORRIS,
CHARLES GILPIN,
JOHN C. DAVIS,
A. J. LEWIS,
HORACE BINNEY, Jr.,
JOHN TRUCKS,

Committee.

Loans and Stocks belonging to the Sinking Fund.

	<i>Par Value.</i>	<i>Estimated Value.</i>
State of Pennsylvania Five per cent. Loan,	\$122,881 58	\$86,017 10
Do. do. Six do.		
do. do.	40,300 00	30,628 00
Schuylkill Navigation Co. Stock, 155 shares	7,750 00	4,340 00
West Philadelphia Canal Stock,	5,000 00	
Do. do. do. Loan,	5,000 00	
Philada. Steam Tow Boat Co.	7,500 00	
Schuylkill Permanent Bridge,	\$3,900 00	
Paid off,	2,403 40	
	<u>1,536 60</u>	
	<u>\$189,968 18</u>	<u>\$120,985 10</u>

It is proper to observe, that there is a balance to the debit of the Sinking Fund this day of \$12,720 86.

Philada., February 10th, 1846.

An Ordinance

Making Appropriations and for Raising Supplies for the
Year 1846.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia in Select and Common Councils assembled,* That the following sums be, and the same are hereby appropriated to the several Standing Committees, for conducting the affairs of the Corporation and for the payment of claims under the existing Ordinances for the Year 1846.

No. 1. Watering Committee.

1. For support of the Distribution,	\$3,500 00	
2. " Working Machinery, Fuel, &c. at Fair Mount,	2,800 00	
3. " the payment of Taxes for Fair Mount Estate,	3,600 00	
4. " Salaries,	4,200 00	
5. " Incidentals,	1,500 00	
6. " Person attending Garden and Works, mowing Reservoir bank and Grass Plots, for Constables during the summer, and White-washing,	500 00	
	<hr/>	\$16,100 00
7. " Repairs to Stairway to the Reservoirs, new floor to Pavilion, new steps to Office, platforms to Mill House, and repairs to Wood Work generally ; together with rebuilding the Fountain Basins, Drain Pipes to do., for raising, relaying and repairing the pavement, and pointing the walls on Schuylkill,		1,500 00
8. " New coping with wood Reservoir No. 1, with repairs to the Sheeting, Platforms and Valve fixtures,		500 00
	<hr/>	\$18,100 00

Permanent Expenses.

9. For three new Wheels, Forebays, Breastings, Railings, Floorings, and for three new Pumps, Brick Work, and repairs to Granite Work,	\$15,000 00	
10. " Iron Pipes for the year 1846,	5,000 00	
11. " Repairs to Reservoir No. 4,	1,500 00	
	<hr/>	21,500 00
	<hr/>	\$39,600 00
		<hr/>

No. 2. To the Committee on Finance.

1. For Interest on City Debt previous to January 1, 1846, due and unclaimed,	\$2,525 90	
2. " Same, due 1st July, 1846,	50,885 00	
3. " Same, due 1st January, 1847,	50,885 00	
4. " Same, on Coupons, due 1st May and 1st Nov. 1846,	8,147 00	
	<hr/>	\$112,442 90
5. " Salaries and Collectors of Vaccine Cases, &c.	17,500 00	
6. " Printing, Stationery and Office Charges,	7,500 00	
7. " Unclaimed Loans,	2,599 10	
8. " Miscellaneous Expenditures and contingencies,	10,000 00	
	<hr/>	\$150,042 00
		<hr/>

No. 3. Committee on Police.

1. For Pay of Watchmen and Night Police, Rent of Station Houses, and Fuel for same,		\$63,021 00
2. " Pay of Day Police, including Clerk of Police and Clerks of the Markets,		15,000 00
3. " Gas, Oil, Lamps, and Lamp Posts,		39,000 00
4. " Miscellaneous, including cost of destroying dogs, rewarding persons active in bringing offenders to justice, Carpenters' and Bricklayers' work and materials, Prison Carriage, Horses, &c.		6,000 00
		<hr/>
		\$123,021 00
Less unexpended balance of 1845,	\$3,055 93	
Less outstanding bills,	700 00	
	<hr/>	2,355 93
		<hr/>
		\$120,665 07
		<hr/>

No. 4. Committee on Public Highways.

1. For New paving,	\$5,000 00
2. " Repaving,	5,750 00
3. " Repairing streets and paving over water pipes,	6,500 00
4. " New Culverts,	2,000 00
5. " Repairs to culverts and inlets, and cleansing culverts,	2,000 00
6. " Repairs and labour on City Railroad,	2,500 00
7. " Miscellaneous,	2,000 00
	<hr/>
Amount carried forward,	\$25,750 00

Amount brought forward,	\$25,750 00
Less unexpended balance of 1845,	1,652 08
	<hr/>
	\$24,097 92
	<hr/>

No. 5. Committee on Cleansing the City.

1. For Cleansing the streets and removing the ashes,	\$9,850 00
2. " Removing the offals of the kitchen,	1,000 00
3. " Contingencies,	500 00
	<hr/>
	\$11,350 00
Less unexpended balance of 1845,	1,612 05
	<hr/>
	\$9,737 95
	<hr/>

No. 6. Committee on City Property.

1. For Public Squares,	\$4,330 00
2. " Tobacco Warehouse,	5,850 00
3. " Permanent Bridge,	1,270 00
4. " Public Wharves,	1,000 00
5. " Market Houses,	2,250 00
6. " Taxes,	3,300 00
7. " Salaries,	3,050 00
8. " Incidentals, including Repairs to Real Estate, Fuel for Public Offices, petty Bills, removing snow from pavements in front of Pub- lic Squares and Public Buildings,	2,500 00
Outstanding Bills of 1845 unpaid,	1,000 00
	<hr/>
	\$24,550 00
	<hr/>

No. 7. Committee on Legacies and Trusts.

1. For Appropriations to Fire Companies,	\$6,200 00
2. " Taxes on the Boudinot Lands,	100 00
3. " Incidentals,	75 00
	<hr/>
	\$6,375 00
	<hr/>

No. 8. To the Trustees of the City Ice Boat.

1. For Appropriation for their use by Ordinance of March 1st, 1837,	\$12,000 00
Less Interest on Loan included in the estimate of the Committee on Finance,	\$3,500 00
	<hr/>
Amounts carried forward,	\$3,500 00
	<hr/>
	\$12,000 00

Amounts brought forward,	\$3,500 00	\$12,000 00
And less annual appropriation to Sinking Fund,	1,000 00	
	<hr/>	4,500 00
		<hr/>
		\$7,500 00
Less the amount to their credit on the 1st Ja- nuary last,		6,667 33
		<hr/>
		\$832 67
		<hr/>

SECTION 2. *And be it further ordained and enacted by the authority aforesaid,* That for the purpose of enabling the Corporation to diminish the burden of taxation, the sum of Twenty-five Thousand Dollars be, and the same is hereby appropriated out of the unexpended balance of the income of the residuary portion of the Girard Estates: which sum shall be paid from time to time by the Treasurer of the Girard Estates, on the requisition of the Mayor, into the City Treasury for that purpose, whenever the Committee of Finance shall certify to him that the said sum is required for the purpose hereinbefore mentioned.

SECTION 3. *And be it further ordained and enacted by the authority aforesaid,* That for supplying the said appropriations in addition to the sums set apart by existing ordinances, the City Commissioners be, and they are hereby authorized and required forthwith to levy on the estates real and personal within the City of Philadelphia a tax of thirty-six cents in the hundred dollars on the assessed value thereof according to the last County assessment; and also to levy on the freemen of the city a personal tax of six thousand dollars: which taxes so levied, and the sums appropriated by existing ordinances, shall be applied towards supplying the aforesaid appropriations.

APPENDIX, No. XXX.

To the Select and Common Councils:

The Committee of Finance, to whom was referred the petitions of sundry citizens complaining of the burthensome

taxes at present paid by the owners of real estate, and asking Councils to pass such ordinances and resolutions as would produce an entire change in the manner of assessment, and which would bear more equally on all citizens able to pay taxes,

REPORT—

That prior to the reception of these petitions, the assessments for the year 1846 had been completed, so that the opportunity had passed when instructions for the proposed assessments should have been given, had the City Councils been authorized and disposed to levy taxes on the various kinds of property referred to by the petitioners.

The subject is one of great importance, and requiring considerable reflection and discretion for the accomplishment of its details, and whilst your Committee do not intend to express an opinion for or against the proposed measure, they report that it is impracticable at this time to take any action in the matter with regard to the taxes for the year 1846, and therefore submit the following resolution,—to wit :

Resolved, That the Committee be discharged from the further consideration of the subject.

EDMUND WILCOX, *Chairman*,
WILLIAM MORRIS,
CHARLES GILPIN,
HORACE BINNEY, Jr.,
JOHN TRUCKS,
JOHN C. DAVIS.

February 12, 1846.

APPENDIX, No. XXXI.

The Building Committee of Girard College, to whom was referred the communication of the Mayor, inclosing a letter from N. Gevelot,

REPORT—

That on the 30th September, 1833, a contract was entered into between Mr. Gevelot and the Mayor, Aldermen and Citizens of Philadelphia, by which Mr. Gevelot en-

gaged to execute a statue of the late Stephen Girard, for the City, to be completed in four years, for the price of nine thousand dollars.

It appears also that Mr. Gevelot has received on account of said contract one thousand dollars: and that circumstances beyond his control have prevented him from completing the statue within the time specified; but that he has now accomplished the work in a manner which this Committee, relying upon the testimony of several gentlemen of acknowledged taste and judgment, (citizens of Philadelphia, now in Paris,) have no doubt will prove entirely satisfactory.

The Committee cannot think that the failure of the artist to fulfil his contract within the time specified, ought to prevent the City from taking measures to obtain possession of this memorial of the munificent founder of the College for Orphans; they therefore recommend that the amount necessary for that purpose be added to the appropriation to the Finance Committee for the present year; and respectfully beg leave to offer the following resolutions:

Resolved, That the Committee on Finance be authorized to remit to Mr. Gevelot, as early as practicable, the sum of one thousand dollars, asked for by his letter of ult.

Resolved, That this Committee be discharged from the further consideration of the subject.

Philadelphia, 12th February, 1846.

JOHN AGNEW,
WILLIAM MORRIS,
ISAAC ELLIOTT,
JNO. RODMAN PAUL,
JAS. J. BOSWELL,
A. S. ROBERTS,
JOHN C. DAVIS.

APPENDIX, No. XXXII.

To the Select and Common Councils:

The Building Committee of the Girard College beg leave to offer the following Report and Resolution:

A liberal appropriation having been made by Councils with a view to an early completion of the College, and to enable the Committee to enter into contracts for the different portions of the work necessary for that purpose, the Committee deem it important at this time, before taking measures for *inclosing* the College grounds, to call the attention of Councils to this very important subject. In the opinion of this Committee, great and serious disadvantages would arise from constructing the walls on the present line of the premises, caused by any future erections of buildings, such as stables, factories, slaughter-houses or privies, in immediate contiguity thereto, thus marring the beauty of the grounds and endangering the health and comforts of the inmates of the College.

With this view of the subject, the Committee would suggest the propriety of locating the walls thirty feet within the present line; and they the more particularly offer this suggestion from the ascertained fact that the owners of the properties adjoining the College grounds would be willing to vacate an equal portion of their ground, thereby affording a delightful and airy boulevard or promenade, sixty feet in width around the whole inclosure. This would essentially contribute to the advantage and protection of the institution, prevent the nuisances above referred to, and improve the appearance of all the property in the vicinity of the College.

The Committee therefore offer the following resolution:

Resolved, That the Building Committee be authorized and directed, and they are hereby authorized and directed to cause the walls for inclosing the grounds of the Girard College to be located thirty feet within the present line of the premises, the same being deemed essential to the protection of the institution, and necessary to the health and comfort of its inmates.

JOHN AGNEW,
ALGERNON S. ROBERTS,
WILLIAM MORRIS,
ISAAC ELLIOTT,
JNO. RODMAN PAUL,
JOHN C. DAVIS,
JAMES J. BOSWELL,
JACOB AMOS.

Philada., February 12th, 1846.

APPENDIX, No. XXXIII.

The Committee on Police, to whom was referred by resolution of Councils, "so much of the report of the Committee on Legacies and Trusts, made on the 20th of January last, as relates to the Bells for the Station Houses," as follows, viz. :

"The Committee avail themselves of this opportunity of expressing their satisfaction, and that of the Fire Department, with the Alarm Bell now placed at the South-west Station House, which is useful and effective; and they very respectfully ask attention to the immediate change of those of the other Station Houses, which this committee, from actual inspection, found not to be of sufficient size, nor properly elevated for the purposes they are intended:"

Respectfully report :

That they fully concur in opinion with the Committee on Legacies and Trusts; and beg leave to submit to Councils an estimate, as near as ascertainable, of the cost of three new Bells, and the requisite fixtures therefor; together with a draft of an Ordinance.

Committee Room, Feb. 16, 1846.

CHAS. A. POULSON, *Chairman*,
JOHN P. WETHERILL,
JOHN TRUCKS,
WILLIAM MORRIS,
CHAS. NORRIS,
ROBERT TOLAND,
JOHN TOWNE,

Committee on Police.

ESTIMATE of the Cost of Three New Bells, to be placed on or near the North-west, North-east and South-east Station Houses, viz. :

Three Bells, say 1400 lbs. each, at 30 cents per	
lb. - - - - -	\$1260 00
Amount carried forward,	\$1260 00

Amount carried forward,		\$1260 00
Less the amount of the three old Bells, which the contractor takes at cost, viz.:		
N. E. Station Bell,	-	595 lbs.
S. E. ditto,	-	606 "
N. W. ditto,	-	595 "
		<hr/>
		1796 lbs.
Which at cost (30 cents per lb.) is	-	538 80
		<hr/>
		\$ 721 20
For staging, hangings, and other requisite fix- tures, the contractor taking old ones, \$50 each,	-	150 00
Allowances for difference from estimated weight, always more—and other contingencies not estimated,	-	100 00
		<hr/>
		\$ 971 20
		<hr/>

Feb. 16th, 1846.

An Ordinance

Making an Appropriation to the Committee on Police, in
relation to Fire Alarm Bells.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That the sum of Nine Hundred and Seventy-one Dollars be, and the same is hereby appropriated to the use of the Committee on Police, for the purpose of procuring three proper Fire Alarm Bells, and the necessary fixtures for the same, and placing them on or near the North-west, North-east and South-east Station Houses of the City.

Feb. 16th, 1846.

APPENDIX, No. XXXIV.

To the Select and Common Councils:

The Committee on Police, to whom was referred the consideration of a resolution of Councils in relation to the "expediency of enacting an Ordinance for the prevention of placing of signs upon the eaves of houses, as well as preventing the erection of obstructions across the sidewalks of the streets of the city:"

Also, the memorial of a number of citizens, asking "the passage of an Ordinance that will effectually prohibit wheelbarrows and other vehicles from using the sidewalks of the streets of the city:"

Also, a memorial from a number of ladies, of similar purport:

Respectfully submit the annexed draft of an Ordinance.

CHAS. A. POULSON, *Chairman*,
CHARLES NORRIS,
JOHN TOWNE,
J. PRICE WETHERILL,
WILLIAM MORRIS,
ROBERT TOLAND,
JOHN TRUCKS,

Committee on Police.

An Ordinance

For the Suppression of Nuisances in the City of
Philadelphia.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That it shall not be lawful for any person or persons to attach or keep attached to any awning-post or railing, any sign or device whatsoever of the nature thereof; nor to attach thereto or suspend therefrom, any goods or merchandise whatever.

SECTION 2. *And be it further ordained and enacted by the authority aforesaid*, That it shall not be lawful for any person or persons to place or maintain any side wing to

any awning, the lower side of which shall not be at least six feet six inches above the foot pavement under the same.

SECTION 3. *And be it further ordained and enacted by the authority aforesaid*, That it shall not be lawful for any person or persons to extend or project from his, her or their dwelling or building—except such buildings as are occupied as inns for the entertainment of travellers—any sign-board, pole or any device or thing whatsoever to denote or show his, her or their place of business, or the merchandise or things which he, she or they have to dispose of, into any of the Streets of the said City of the width of fifty feet or upwards, to a greater extent than four feet three inches from the line of said Street, or a proportionate distance into any of the narrower Streets.

SECTION 4. *And be it further ordained and enacted by the authority aforesaid*, That it shall not be lawful for any person or persons to use or place upon any brick pavement or footway or sidewalks of the public Streets within the City of Philadelphia, any wheelbarrow, handbarrow or vehicle of any kind used for the transportation of merchandise or *provisions of any kind*, whether the said vehicle be used for hire or pay or otherwise: unless when prevented by the depth of snow in the Streets, or other unavoidable causes rendering the passage thereon impracticable: *Provided*, nothing herein contained shall be construed to prevent the passing across the said footways or sidewalks, to and from any dwelling-house, store or other premises, of any such wheelbarrow, handbarrow or vehicle.

SECTION 5. *And be it further ordained and enacted by the authority aforesaid*, That any person who shall violate any of the provisions of this Ordinance, shall for each offence, be liable to a penalty of Two Dollars, to be recovered in the manner that penalties for the breach of Ordinances are by law recoverable.

SECTION 6. *And be it further ordained and enacted by the authority aforesaid*, That so much of any Ordinance as is hereby altered or supplied, be and the same is hereby repealed.

APPENDIX, No. XXXV.

To the Select and Common Councils of the City of Philadelphia :

The Committee on Police respectfully submit the following resolution, viz. :

Resolved, That the City Treasurer be, and he is hereby authorized to receive from General Cadwalader, the amount of money in his hands, appropriated by Councils under the second section of the Ordinance "to provide for the preservation of the peace of the City," passed on the eleventh of July, 1844, to Company E, 1st Artillery, "Cadwalader Grays," Capt. R. K. Scott, and not accepted by said company.

Committee Room, Feb. 16th, 1846.

CHAS. A. POULSON, *Chairman*,
JOHN P. WETHERILL,
JOHN TRUCKS,
WILLIAM MORRIS,
CHAS. NORRIS,
ROBERT TOLAND,
JOHN TOWNE,

Committee on Police.

APPENDIX, No. XXXVI.

To the Select and Common Councils :

The Committee on Police respectfully submit the annexed draft of an Ordinance making an appropriation for lighting Delaware Avenue with Gas during the year 1846.

Committee Room, March 2, 1846.

CHAS. A. POULSON, *Chairman*,
ROBERT TOLAND,
JOHN TRUCKS,
WILLIAM MORRIS,
JOHN TOWNE,
CHAS. NORRIS,

Committee on Police.

An Ordinance

Making an Appropriation for Lighting Delaware Avenue with Gas.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the sum of Twelve Hundred Dollars, together with the unexpended Balance to the credit of the Appropriation for Lighting Delaware Avenue amounting to Two Hundred and Fifty-three Dollars and Fifty-six Cents, be and the said sums are hereby appropriated under the twenty-second item of the Will of the late Stephen Girard, for the purpose of Lighting Delaware Avenue with Gas, and for Repairs incident thereto for the current year, and for the payment of outstanding bills for 1845. The said appropriation to be paid by the Commissioners of the Girard Estates upon the requisitions of the Committee on Police: *Provided*, that the price to be paid for Gas shall not exceed that paid for the public lamps in the streets of the city.

APPENDIX, No. XXXVII.

To the Select and Common Councils:

The Committee on Public Highways, to whom was referred the resolution of 15th January last relative to the Schuylkill Railroad Company,

REPORT—

That said Company have applied to the Legislature for an amendment to their charter, which will authorize the commencement of the work when thirty thousand dollars shall have been subscribed, instead of fifty thousand, as at present required; which amendment with others are now pending.

The Committee are of opinion that the resolution which passed Common Council on the 4th December last, authorizing a subscription of five thousand dollars on the part of the Corporation to said Company, is sufficiently guarded to protect the interest of the City, as no such subscription

can be made until the plan and location is approved by Councils. They therefore recommend Select Council to pass said resolution.

Phila., March 12th, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
SAUNDERS LEWIS,
ALGERNON S. ROBERTS,
A. J. LEWIS,
JAMES J. BOSWELL.

APPENDIX, No. XXXVIII.

The Committee on Public Highways report the following Ordinance :

An Ordinance

Making an Appropriation to the Committee on Public Highways for the purpose of Repairing the Pebble Pavement in Delaware Avenue.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the sum of One Thousand Dollars out of the income of the fund appropriated under the twenty-second item of the Will of Stephen Girard, be appropriated to the Committee on Public Highways for the purpose of repairing the Pebble Pavement in Delaware Avenue ; said appropriation to be paid in the manner that appropriations for Delaware Avenue are directed to be paid in the several ordinances relating thereto.

Phila., Jan. 12th, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
JAS. J. BOSWELL,
T. C. ROCKHILL,
A. J. LEWIS,
SAUNDERS LEWIS,
ALGERNON S. ROBERTS.

APPENDIX, No. XXXIX.

To the Select and Common Councils:

The Committee on Public Highways, to whom was referred the memorial of sundry citizens remonstrating against granting a permit "for a turn-out from the Railroad to a lot on the west side of Broad street between Pine and Lombard streets for a coal-yard,"

REPORT—

That the permit had been granted prior to the presentation of said remonstrance; and that according to the provisions of a resolution of Councils passed on the tenth day of April last, (page 80, Journal of Common Council,) they are instructed to grant such permits whenever applied for, without any discretion on the part of the Committee.

Believing that the granting of these permits and the introduction of coal depots into this rapidly improving part of the city will operate seriously and injuriously against many citizens, they recommend to Councils the early consideration of the subject.

Phila., March 26th, 1846.

HERNY C. CORBIT, *Chairman*,
A. J. LEWIS,
DANIEL L. MILLER,
ALGERNON S. ROBERTS,
SAUNDERS LEWIS.

APPENDIX, No. XL.

To the Select and Common Councils:

The Committee on Public Highways, to whom was referred so much of the communication of the late Mayor as relates to the time for giving notice for the repair of foot pavements, have given attention to the subject, and re-

port the subjoined Bill, which they recommend Councils to pass.

Phila., March 26th, 1846.

HENRY C. CORBIT, *Chairman*,
SAUNDERS LEWIS,
ALGERNON S. ROBERTS,
A. J. LEWIS,
DANIEL L. MILLER.

A Supplement

To an Ordinance entitled "An Ordinance providing for the Appointment of City Commissioners, and prescribing their Duties," passed the 22d May, 1797.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That if the owner of any ground opposite to the stone pavement heretofore made or hereafter to be made, shall neglect to pave with brick and support the footway and keep the same in repair as directed in the first section of the Ordinance to which this is a supplement for the space of ten days, after he or the tenant or occupant of such lot, or the attorney in fact of the said owner, shall have been thereto required by any of the City Commissioners, then the same proceedings shall take place and be had as are directed in said Ordinance if such owner, tenant, occupant or attorney in fact shall after the space of twenty days neglect to pave or keep such footway in repair.

SECTION 2. That so much of the first section of the Ordinance to which this is a supplement as is inconsistent herewith be, and the same is hereby repealed.

APPENDIX, No. XLI.

To the Select and Common Councils:

The Committee on Police respectfully beg leave to submit to the consideration of Councils, the annexed draft of an Ordinance, which it is hoped will establish a rapid, uni-

form and easily understood system of ringing or sounding the Watch Station-house Alarm Bells in case of fire.

Committee Room, March 16th, 1846.

CHAS. A. POULSON, *Chairman*,
CHAS. NORRIS,
ROBERT TOLAND,
JOHN TOWNE,
JOHN TRUCKS,

Committee on Police.

An Ordinance

Providing for, and Regulating the Sounding or Ringing of the Bells at the several Watch Station Houses of the City.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That it shall hereafter be the duty of each of the Captains of the Nightly Watch to cause the Bells at their respective Station Houses to be sounded, or rung,—when ever such information is received by them as to warrant the belief that a fire exists within the limits of the City,—in all respects in the same manner as the great Bell upon the State House is sounded or rung in case of fire, so as to indicate likewise the position or direction of the fire *from the said State House*. And that said Bells shall not be sounded or rung in any other manner, or on any other occasion whatever.

SECTION 2. *Be it ordained and enacted by the authority aforesaid*, That the Ordinance entitled “An Ordinance to provide for Ringing the Fire Alarm Bells in the several Watch Station Houses,” passed on the 29th day of August, 1844, be, and the same is hereby repealed.

APPENDIX, No. XLII.

To the Select and Common Councils :

The Committee on Public Highways, to whom was referred the communication from the Commissioners of the District of Spring Garden, relative to the construction of a Sewer in Vine street east of Schuylkill Fourth street,

REPORT—

That in their opinion such sewer is required for the proper drainage of that vicinity ; and they consider it fair and equitable that the City should pay a moiety of the cost of so much of said Sewer as will pass within her boundaries. They therefore recommend the passage of the subjoined Bill, providing therefor.

Phila., April 9th, 1846.

HENRY C. CORBIT, *Chairman*,
SAUNDERS LEWIS,
A. J. LEWIS,
ALGERNON S. ROBERTS,
T. C. ROCKHILL,
DANIEL L. MILLER.

An Ordinance

To authorize the Commissioners of the District of Spring Garden to construct a Culvert in Vine Street, and making an Appropriation for the Payment of one-half of the Cost thereof.

SECTION 1. *Be it ordained by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the Commissioners of the District of Spring Garden be, and they are hereby authorized to construct a Culvert in Vine street, to commence on the west side of Schuylkill Fourth street, and to extend eastward about 370 feet to the present culvert crossing Logan Square, with suitable openings on the north side of Vine street. Said Culvert not to exceed four and one-half feet in diameter.

SECTION 2. That upon the completion of said Culvert, the Committee on Public Highways are hereby author-

ized to pay to the authorities of the District of Spring Garden one-half of the cost thereof.

SECTION 3. That no permission shall be granted to any owner or occupier of property on the north side of Vine street, to make an inlet, for the purpose of drainage, into the said Culvert, without the consent of the authorities of the District of Spring Garden.

SECTION 4. That the sum of six hundred dollars be, and the same is hereby appropriated to the Committee on Public Highways, for the purpose of carrying into effect this Ordinance.

APPENDIX, No. XLIII.

To the Select and Common Councils :

The Committee on Public Highways, to whom was referred numerous petitions asking for the paving and repaving of sundry streets,

REPORT—

That they have made a personal examination of all of said streets, and find that most of them require the attention which the petitioners desire ; but the appropriation made for these purposes for the present year is entirely inadequate, even for the paving and repaving of such streets as absolutely require it. The Committee therefore select such as seem to need the most urgent and immediate attention, and ask Councils to pass the subjoined resolution.

Phila., May 7th, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
ALGERNON S. ROBERTS,
SAUNDERS LEWIS,
JAS. J. BOSWELL,
T. C. ROCKHILL.

Resolved, That the City Commissioners, under the direction of the Committee on Public Highways, be directed to regulate, curb and pave the following streets, viz. :

Schuylkill Sixth street, from Summer to Vine street.

Doreathea street, the distance of 100 feet east from the present pavement.

Winter street, from Schuylkill Second to Third street.

George street, from Schuylkill Second to Third street.

Barker street, the distance of 200 feet east from the present pavement.

And to repave :

Delaware Third street, from Dock to High street.

Front street, from Chestnut to High street.

Delaware Sixth street, from Spruce to Cedar street.

Girard street.

Delaware Sixth street, north from George street, in place of the wooden block pavement.

And that the City Commissioners be directed to notify the owners of property on Marshall's alley, extending from Delaware Fourth to Fifth street, north of Spruce street, and the owners of property on Hide's court, extending north from Filbert street, between Delaware Eighth and Ninth streets, to regulate, curb and repave said alley and court.

APPENDIX, No. XLIV.

To the Select and Common Councils :

The Committee on Police, to whom was referred a communication from the Board of Engineers of the Middle Fire District, dated April 23d, 1846, relating to ringing the Fire Alarm Bells; and also, asking to have "competent persons placed instead of the persons now in charge of three of said bells ;"—

Respectfully submit :—

That in their judgment, it is inexpedient to make any change or alteration at this time, in the system of sounding or ringing the Fire Alarm Bells belonging to the City, recently established by an Ordinance, entitled " An Ordinance

providing for, and regulating the sounding or ringing of the Bells at the several Watch Station Houses of the City," passed on the 26th day of March, A. D. 1846.

In relation to the conduct, or competency of the persons referred to, in said communication from the Board of Engineers; your Committee respectfully suggest that the Mayor of the City, under the authority of existing laws, possesses ample power in the premises.

Your Committee further beg leave to recommend the adoption by Councils of the annexed resolution.

Committee Room, May 4th, 1846.

CHAS. A. POULSON, *Chairman*,
CHAS. NORRIS,
WILLIAM MORRIS,
JOHN TRUCKS,
JOHN P. WETHERILL,
JOHN TOWNE,

Committee on Police.

Resolved, That the Committee on Police be discharged from the further consideration of the subjects referred to them by Councils, on the 23d of April, 1846, in a communication from the Board of Engineers of the Middle Fire District.

APPENDIX, No. XLV.

To the Select and Common Councils:

The Joint Special Committee to whom was referred the proceedings of the Public Meeting of Citizens relative to the "Pennsylvania Railroad,"

REPORT—

That they have given deliberate attention to the subject, and fully concur in opinion with that assemblage as to the importance of the undertaking to the interests of this city and its inhabitants.

One of the resolutions recommends that Councils should

subscribe two and a half millions of dollars to the stock of this Company, and the Committee feel well assured that such a subscription would in every way accord with sound policy.

Authority is given in the act of incorporation to all bodies corporate and politic to subscribe to the stock, and from the strong and almost unanimous expression of feeling manifested in this community, and expressed in various ways, but particularly in two large public meetings held on the subject, your Committee might feel justified in recommending to Councils this subscription; but taking into view the importance of the subject and the magnitude of the sum, they think it would be more proper to submit this question to the decision of the citizens; and therefore respectfully report the subjoined resolutions for the consideration of Councils.

Phila., May 20th, 1846.

HENRY C. CORBIT,
ISAAC ELLIOTT,
ROBERT TOLAND,
ALGERNON S. ROBERTS,
BENJAMIN ORNE,
EDMUND WILCOX.

Resolved, That the legal voters of this City be invited to express their opinions as to the propriety of a subscription by Councils to the Stock of the Pennsylvania Railroad Company, on the 15th day of June next, and that polls be opened in all the Wards, at the usual places of holding Ward Elections, to be conducted by the persons who have been elected to hold the General Election in October next; and if any of those so elected should neglect or refuse to serve, the Mayor shall appoint others to serve in their place: and the said persons shall report the result of the voting in their respective Wards to Councils, at the stated meeting on the 18th June next; and if the majority of votes given should be in favour of a subscription to the said Company, then Councils shall at their next meeting authorize a subscription not exceeding two million five hundred thousand dollars, whenever an equal amount shall have been subscribed by other persons or bodies corporate.

Resolved, That the Mayor of the City be authorized and

directed to issue his proclamation for holding the election provided for in the preceding resolution, under such regulations as he may deem necessary and proper.

APPENDIX, No. XLVI.

To the Select and Common Councils :

The Committee on the Library, to whom was referred the communication from the Statistical Society of Pennsylvania, asking for any documents published by order of the Councils, which contain statistical information,

REPORT—

That in accordance with the wishes therein expressed, they have presented to that promising institution a full copy of the Journal of Councils.

A note from their Corresponding Secretary acknowledging the receipt of which, accompanies this report.

All of which is most respectfully submitted.

Phila., May, 1846.

JOHN TOWNE, *Chairman,*
BENJAMIN ORNE,
C. GILPIN,
JOS. R. CHANDLER.

APPENDIX, No. XLVII.

To the Select and Common Councils:

The Committee on Public Highways

REPORT—

That the suits brought in the Circuit Court of the United States by James Stimpson against the City for an infringement of his patent right for turning short curves on railroads, have recently been decided in his favour, and damages assessed by a jury at 6,600. This sum was increased by the Court to the sum of 14,250, on condition that Mr. Stimpson file of record an agreement authorizing the City to continue in use all the curves constructed by them, and for the construction of which suits were brought, and also to construct and use at any time hereafter as many of the curves as they may think proper for their own use on any part of any railroad belonging to the City.—Such agreement has been filed of record, a copy of which is annexed. The amount of the judgment and costs is 14,687.70. The Committee present herewith an Ordinance to pay that sum, and also appropriating a further sum to pay the necessary expenses of defending said suits.

Phila., June 4th, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
ALGERNON S. ROBERTS,
SAUNDERS LEWIS,
JAS. J. BOSWELL,
A. J. LEWIS,
T. C. ROCKHILL.

An Ordinance

Making an Appropriation to the Committee on Public Highways for the purposes therein named.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the sum of Fifteen Thousand Dollars be, and the same is hereby appropriated to the Committee on Pub-

lic Highways, out of any unexpended money in the City Treasury, for the purpose of paying to James Stimpson the sum of Fourteen Thousand Six Hundred and Eighty-seven Dollars and Seventy Cents, being the amount of judgment including costs in his favour in the several suits brought by him against the City of Philadelphia in the Circuit Court of the United States for the Eastern District of Pennsylvania, for an infringement of his patent right for turning short curves on railroads; and for the purpose of paying the expenses incident to defending said suits.

In the Circuit Court of the United States in and for the Eastern District of Pennsylvania—in the Third Circuit—of October Sessions, 1840.

No. 28.

James Stimpson	}	Summons Case.
vs.		
The Mayor, Aldermen and Citizens of Philadelphia.		Ent. 30 Sept. 1840.

1846, May 6. Verdict for Plaintiff for \$6,600, with 6-100 costs. Judgment nisi.

7. Rule ent: Plaintiff to show cause why the damages should not be trebled.

8. Motion ent: Defendants for new trial and reasons filed.

30. Motion for new trial discharged, and new trial refused, and judgment for Plaintiff for fourteen thousand two hundred and fifty dollars and costs, on condition that the Plaintiff forthwith file of record an agreement or stipulation authorizing the defendants to continue in use the curves already constructed by them, and for the construction of which this suit is brought, and also to construct and use at any time hereafter as many of the curves as they may think proper for their own use, on any part of any railroad belonging to said defendants, and on failure to file such agreement, then judgment to be entered in favour of the Plaintiff for the sum found by the jury (\$6,600 and costs).

“ Agreement of Plaintiff conformably to above

judgment filed, and judgment for Plaintiff
for \$14,250 and costs.

June 1, 1846. Certified from the Docket.

[L. s.]

FRA. HOPKINSON, *Clk. Circ. Ct.*

1846, May 30. In compliance with the order of Court made this day, I, James Stimpson, the above Plaintiff, do forthwith file of record this agreement or stipulation, by which I do authorize the said defendants to continue in use the curves already constructed by them and construct and use for which for the construction of which this suit was brought, and also to construct and use as many as they may think proper for their own use on any part of any railroad belonging to said defendants. And I do further stipulate to execute any instrument to carry these said orders into full effect, that the Court may direct.

Witness my hand and seal.

JAMES STIMPSON. [L. s.]

Witness, *John M. Read.*

APPENDIX, No. XLVIII.

To the Select and Common Councils :

The Committee on Public Highways have carefully examined the locations for which petitions have been presented to Councils for the construction of Sewers. The limited appropriation for this object for the present year necessarily confines the Committee to a very few. They have endeavoured to select such as seem most important, the expense of which will be within the appropriation, and recommend Councils to pass the annexed Bill providing therefor.

The Committee also submit a Bill providing for an alteration in the line of the curb and the width of the foot pavement in Exchange street.

Also, a Bill in relation to Water street, which they ask Councils to pass.

Phila., June 4th, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
A. J. LEWIS,
A. S. ROBERTS,
SAUN. LEWIS,
JAS. J. BOSWELL,
T. C. ROCKHILL.

An Ordinance

To authorize the Construction of certain Culverts.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia in Select and Common Councils assembled*, That the City Commissioners, under the direction of the Committee on Public Highways, cause a Culvert to be constructed, from the termination of the present culvert in Delaware Sixth street, south of Spruce street, southwardly along said Sixth street to the south side of Pine street; said culvert not to exceed $3\frac{1}{2}$ feet in diameter in the clear: and to construct a Culvert from the end of the present culvert in Delaware Fourth street, north of Mulberry, northwardly along said Fourth street, to the north side of Cherry street, of a diameter not to exceed $3\frac{1}{2}$ feet in the clear: and to construct a Culvert from the end of the present culvert in Schuylkill Sixth street, north of Pine street, and to extend northwardly to the north side of Spruce street, of a diameter not to exceed 4 feet in the clear.

An Ordinance

To provide for an Alteration in the width of the Foot Pavement and the line of the Curb Stone of Exchange Street, between Chestnut and Dock Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the width of the Foot Pavement and the line of the Curb Stone in Exchange Street between Chestnut and Dock street be, and the same are hereby altered and established in conformity to a plan prepared by Samuel Hains, Principal City Surveyor and Regulator, dated the 27th day

of May, 1846, and made part of this Ordinance, any existing ordinance or regulation to the contrary notwithstanding: *Provided*, that the expense of resetting the curb and repairing the footways be first paid by the owners of property fronting on said street.

An Ordinance

Relating to Water Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the Committee on Public Highways be, and they are hereby authorized and required to pay to Robert Earp the sum of Six Hundred Dollars, which amount he has agreed to accept as compensation for injury done his property, situate on the east side of Water street, commencing at the distance of one hundred and sixty-four feet eight inches from the north side of Sassafras street, and extending in front on said Water street northward thirty feet, by taking a portion thereof from the front on Water street, by the laying out of Water street anew.

SECTION 2. That the sum of Six Hundred Dollars out of the income of the fund appropriated under the twenty-second item of the Will of Stephen Girard for the improvement of the eastern front of the City and Delaware Avenue, be appropriated to the expense of carrying into effect this Ordinance, to be paid in the manner that appropriations for Delaware Avenue are directed to be paid in the several ordinances relating thereto.

APPENDIX, No. XLIX.

To the Select and Common Councils:

The Committee on Public Highways, whose duty it became, in pursuance of the Ordinance of 29th January, 1846, to prepare and submit to Councils a plan for the protection of merchandise while in transitu on the wharves east of Delaware Avenue,

REPORT—

That they have given much attention to the subject, with

an anxious desire so to arrange the matter as to accommodate the trade and commerce of the City, without departing from the spirit of the Will of Stephen Girard; with this view they submit the subjoined Bill for the consideration of Councils.

Respectfully,

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
A. J. LEWIS,
A. S. ROBERTS,
SAUN. LEWIS,
JAS. J. BOSWELL,
T. C. ROCKHILL.

Phila., June 4th, 1846.

A Supplement

To an Ordinance, passed the 29th day of January, A. D. 1846, entitled "An Ordinance to prohibit the Construction of certain Wharves and Buildings therein described, and to prohibit Obstructions to the Eastward of Delaware Avenue."

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That from and after the first day of January, 1847, it shall not be lawful to construct, maintain or continue any fence to the eastward of Delaware Avenue: nor any building or structure to the eastward of said Avenue which shall not be of the following character, materials and dimensions, viz.: a canvas or metallic covering supported by iron posts or pillars and iron frame-work or bracings, the height of said covering to be not more than 15 feet nor less than 10 feet in the clear, and between the posts or pillars there shall be sufficient space for the passage of carts and drays: such covering and posts or pillars not to be placed within less than 8 feet of the east line of Delaware Avenue, and not within less than 15 feet of the eastern end of the wharves, and not within less than 8 feet of the north and south line of the wharf, clear of the wharf logs, on which such covering or structure shall be erected or constructed.

SECTION 2. That every fence which shall be constructed, maintained or continued to the eastward of Delaware Avenue, and every building or structure which shall be con-

structed, maintained or continued to the eastward of said Avenue, which shall not conform to all the particulars described in the first section hereof, shall be, and the same is hereby declared to be a nuisance.

SECTION 3. That every person who shall construct, maintain and continue any fence or any building or structure to the eastward of Delaware Avenue, contrary to the provisions of the first section of this Ordinance, shall, on conviction thereof before the Court of Quarter Sessions of the Peace of the County of Philadelphia, forfeit and be sentenced and adjudged to pay a fine of Two Hundred Dollars, and to remove such fence, building or structure.

SECTION 4. That it shall be lawful at any time for the Select and Common Councils to pass ordinances to require the removal from any wharf of any building or structure erected conformably to the provisions hereof, and to declare the same to be a nuisance, and to compel the owners thereof to remove the same.

SECTION 5. That the second section of the Ordinance to which this is a supplement, and so much of any other section thereof as is inconsistent with the provisions of this Ordinance be, and the same is hereby repealed.

APPENDIX, No. L.

To the Select and Common Councils:

The Committee on Public Highways report the annexed Bill in reference to Water street, which they recommend Councils to pass.

Philada., June 18th, 1846.

HENRY C. CORBIT, *Chairman*,
SAUNDERS LEWIS,
DANIEL L. MILLER,
A. J. LEWIS,
JAMES J. BOSWELL,
ALGERNON S. ROBERTS.

An Ordinance

Relating to Water Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That the Committee on Public Highways be, and they are hereby authorized and directed to pay to David Cooke the sum of Two Thousand Five Hundred and Eighty-three Dollars; to Hannah S. Reeves and Eli K. Price, executrix and executor of the last will and testament of Thomas Reeves, Jr., deceased, the sum of Five Hundred and Fifty Dollars; and to the heirs and representatives of the estate of Charles Hill, deceased, or to such person or persons as the Court of Quarter Sessions shall appoint to receive the same, the sum of Nine Hundred and Fifty-six Dollars and Ninety-one Cents: the said sums being the amounts awarded to the said parties respectively as damages sustained by the laying out of Water street anew, as appears by the report of a jury filed in the Court of Quarter Sessions on the 13th day of June, 1846.

SECTION 2. That the sum of Four Thousand One Hundred and Ninety-five Dollars and Forty-one Cents out of the income of the fund appropriated under the twenty-second item of the Will of Stephen Girard for the improvement of the eastern front of the City and Delaware Avenue, be appropriated to the expense of carrying into effect this Ordinance and for paying the expenses of the jury before mentioned: to be paid in the manner that appropriations for Delaware Avenue are directed to be paid in the several ordinances relating thereto.

APPENDIX, No. LI.

To the Select and Common Councils:

The Committee on Public Highways, to whom were referred the petitions of a number of citizens praying for the removal of the City Railroad from Dock and Third streets, and from Market street east of Eighth street,

REPORT—

That they have examined the subject before them with a great deal of care, and have taken considerable pains to collect such information as would enable them to arrive at a just and impartial conclusion.

They admit that the City Railroad is to some extent an inconvenience to citizens generally; but they are convinced that the inconvenience is more than counterbalanced by the advantages that it secures to the trade of the city; and they cannot but think that all reflecting citizens would willingly submit to some individual inconvenience for the general benefit.

It is admitted by all, that to secure as great a share as possible of the trade of the great West, is an object of paramount importance, as the proposal now before Councils with reference to the Pennsylvania Railroad abundantly testifies; and the Committee are of opinion that the City Railroad, forming as it does a link in the great chain of internal improvements that unites us with the West, is of too great use and of too much importance to be removed, or any part of it, without grave cause.

There were transported over this road in the season of 1845, by three transportation lines located east of Eighth street, 30,941 tons of merchandise and produce. One commission house on the Delaware front received last year by the cars at the foot of Dock street, 20,084 barrels of flour. Two other houses have received *this season*, at the same place and in the same way, 3,751 barrels of flour. Besides this, there passes over this road a considerable quantity of iron, lumber, coal and plaster, all of which pays a toll to the City.

The transportation lines above referred to deliver the tobacco they carry from the West at the tobacco warehouse in the cars *free of charge* to the owner. The consequence is that there is thus a saving of twenty-five cents per hogshead drayage on all the tobacco thus brought to the city,—no unimportant item in the aggregate.

We have long been striving to increase our tobacco trade, a trade which the neighbouring and enterprising city of Baltimore has heretofore to a great extent monopolized. The Committee are of opinion that the removal of any part of the City Railroad would be an impediment to our wishes in this respect.

The Committee have been shown a letter recently from

a town in the interior, stating that as the freight on flour to Baltimore was five cents per barrel cheaper than to Philadelphia, the millers preferred sending to the former place.

If this small sum operates in favour of one market over another, the Committee think that the difference in the cost of delivering flour at the foot of Dock street in the cars and by drays, would also have an influence in inducing a change of markets. Flour is also delivered in better shipping order by the cars than when hauled on drays, and is subjected to no loss from jolting.

If any part of the Railroad were removed, the income derived from the rent of the City Stores on and near Dock street would be greatly diminished; and as the Willow-street Railroad would no doubt attract a considerable portion of trade to its terminus on the Delaware front, business generally in the neighbourhood of Front and Dock streets would suffer, thus depriving an active portion of the City of a considerable amount of business, to the benefit of an adjoining District.

If the road is of sufficient use and importance to obviate the inconvenience it causes west of Eighth and Market street, by bringing the business into the active part of the city, (as would appear to be the opinion of these petitioners, who pray for its removal *only* to that point,) the Committee are of opinion that the same reasoning holds good with regard to that part of the road east of the above named point, and that it is increased in force by the fact that it thus affords an outlet to the very point of transshipment for all produce destined for other markets; thus affording facilities to the carrying trade of our public works.

The Committee have learned, that since the removal of the depots of some of our largest transportation houses from Broad street to their present convenient locations, they have avoided paying a commission which they had often been subjected to, to houses who stepped between them and the merchants of the West, which amounted to a *tax* upon our Western business, as the owner had to pay it in the end. The more the transportation houses are spread through the business parts of the city, the more facilities will they offer to the Western merchant, and the less cause will there be for the kind of intermediary agent above alluded to. The importance of securing as large a share as possible of the business of the West is so apparent, and the difficulty of obtaining it is so great, surrounded as we are by neighbouring States and cities, all eagerly

aiming at the same object, that every thing like a tax or hindrance to this business should be carefully avoided.

The Committee had referred to them by Councils, memorials signed by a large number of citizens, *adverse* to the removal of the road or any part of it. The Committee consider that these memorials are entitled to great respect.

The actual toll on a hogshead of Kentucky tobacco (the kind that generally comes to this market,) from the corner of Eighth and Market street to the Tobacco Warehouse, when transported in cars, is *one cent*. The drayage on a hogshead of tobacco of the same kind the same distance is twenty-five cents. The toll on a barrel of flour is *one mill*—the drayage about three cents.

The Committee mention this fact in order to show how much cheaper the transportation by railroad is; and they are of opinion that on the same principle that a railroad is of service in connecting city with city, so it is also in passing through a city, and in aiding to avoid as much as possible resort to dearer modes of transportation.

The cities of New York, Baltimore and Boston all have railroads running into their midst. In Baltimore a railroad passes through Pratt street, one of the greatest thoroughfares of the city;—in New York, the Harlem Railroad terminates opposite the Park, the most central part of the city. The exigencies of trade and travel demanded the introduction of railroads into these cities, and the authorities, acting upon an enlarged and liberal policy, permitted them to be introduced. Is Philadelphia more wise than her sister cities, or is her commerce based on surer foundations, that she can dispense with affording to trade the facilities that it requires?

In Albany and Troy railroads have been introduced;—in the latter city, steam power is permitted to cross one of the greatest thoroughfares; and this has been allowed after a thorough trial of a terminus at a remote quarter of the city.

In Boston it has been considered very important to the success of the different railroad lines, that they should have a central city terminus. The Worcester road crosses six streets, and runs by locomotive power to the U. S. Hotel, within six minutes walk of the Exchange.

The Committee are not aware that any objections have been urged against the road other than the inconvenience it causes incidentally to individuals; whilst numberless reasons may be urged in favour of its real utility.

They are of opinion that the business of a city that is dependent upon commerce for its prosperity, cannot be transacted without causing some inconvenience to citizens generally; and they think that those which are caused by the City Railroad should be borne as others are, its end being the same, the public good.

When the business of the West was done mainly by Conestoga wagons, every one will remember to what a great extent they obstructed the highway on Market street; and yet, who thought then of objecting to them? Their appearance was rather hailed with general satisfaction as evidence of the prosperous condition of the trade of the city. If our greatly increased Western business were *now* transacted in Conestoga wagons, how much greater would be the obstruction than that caused by the railroad?

The thirty thousand and odd tons carried by the three transportation lines located east of Eighth and Market streets last season, is equal to forty thousand dray-loads, which being transported in eight months, the usual length of the canalling season, or say two hundred working days, would require *two hundred drays* per day to haul during that time; and the Committee are of opinion that this would cause a greater obstruction in the streets than the same amount of business done with cars, of which fifty per day would be sufficient, and could all pass over the road in a short space of time. This estimate includes only the business done by three lines—of course all the additional business done on that part of the road would require an additional number of drays. This fact is alluded to to show that railroads in cities *lessen* the obstructions in the highways rather than create additional ones.

The Committee do not consider this mode of transportation more dangerous to individuals than that by drays, carts, &c. The bells on the horses attached to the cars always give notice of their approach, and as the cars always keep on the straight track, it is generally easier to avoid them than other vehicles.

The Committee think it would be very bad policy to diminish the room afforded for the transaction of the transportation and produce business connected with the railroad.

They are of opinion that this business could not *now* be done to advantage in Market street near Eighth, to say nothing of the increase that may naturally be expected. They look forward to the time when Dock street, from

Second to Front street, will be lined with transportation and produce houses, provided the City Railroad be suffered to remain. If the business that is now done on the railroad east of Eighth and Market street were removed to Market street near Eighth (for the different lines would naturally seek locations as near Eighth street as possible,) such would be the confusion attendant upon the accumulation in one spot of so many transportation houses, all doing an extensive business, that those who *now* complain of the railroad would then be *much more* dissatisfied.

Remove the road to Broad street, and the evil becomes still greater; for that street would then become almost entirely useless for any other purpose than the transaction of the transportation business. The more the business is divided and spread on the railroad, the less will be the inconvenience felt from it.

The Committee think it is to be regretted that Third street has been chosen for the route of so large a number of omnibuses, there being so many other streets apparently so much more appropriate to them; but they do not think that any part of the City Railroad should be removed merely to benefit those who are engaged in running omnibuses, especially when there is so easy a remedy for the difficulty, in their removal to other streets.

When a railroad communication from Philadelphia to the West shall be perfected, (and that such a communication will ultimately be effected, who will deny?) and when a communication with the great country bordering upon the *Lakes* is formed, is it not reasonable to suppose that a vast increase of business will pour into our city, and would it not be unwise in Councils to do any thing which may lessen our facilities for properly transacting the business thus anticipated? That the removal of any part of the City Railroad would lessen these facilities, the Committee are convinced, and they also believe that if a part of the road were now to be removed, the necessities of business would before long *imperatively require* that it should be *re-laid*.

The Committee have not thought it necessary to present an elaborate report of facts on this occasion, but have desired simply to express their views on the subject in a general way.

In the mean time, any members of Councils who desire further information on the subject, are referred to the Report of a Joint Special Committee, which was appointed

in December, 1840, of which Mr. Breck was chairman, and which exhibits a full and explicit statement of all the facts that could be brought to bear on the case, after a most laborious, careful and minute examination of both sides of the question, and which recommended in strong terms the continuance of the road; and the Committee are of opinion that the same reasons which produced that result operate now, and even with greater force than at the time the said report was made.

They are referred also to a Report recently made by a Committee of the Board of Assistant Aldermen of the City of New York, in favour of granting permission to lay a railroad through Hudson street and Eighth Avenue, in which the policy of introducing railroads into cities is ably discussed.

The Committee remark further that Councils have authorized the repaving of Third street, from High to Dock streets, which will shortly be done; and as the condition of the street and the railroad will thus be much improved, the obstructions offered by the railroad in that street will be greatly lessened.

The Committee in conclusion ask to be discharged from the further consideration of the subject, and subjoin a resolution to that effect.

All of which is respectfully submitted.

Phila., June 18th, 1846.

HENRY C. CORBIT, *Chairman*,
A. J. LEWIS,
ALGERNON S. ROBERTS,
JAMES J. BOSWELL,
SAUNDERS LEWIS,
DANIEL L. MILLER.

Resolved, That the Committee on Public Highways, to whom was referred by Councils numerous petitions for and against taking up the City Railroad from the Delaware to Eighth and High street, be discharged from the further consideration of the subject.

APPENDIX, No. LII.

To the Select and Common Councils:

The Committee on Public Highways respectfully

REPORT—

That by an Ordinance passed last year, the regulation of ascents and descents in Mulberry street, between Schuylkill Fifth and Sixth streets, was altered. Since then, several large and valuable dwellings have been erected on said square according to the new regulation. During the present season water and gas pipes have been laid; and as the street will have to be repaved in a short time, the Committee think it most economical to do it now, while so much of the pavement is up. To enable them to do so, an appropriation will be necessary, as the annual appropriation for repaving has already been allotted.

The Committee also report, that the pavement in Vine street, between Schuylkill Fourth and Fifth streets, opposite Logan Square, is in so bad a condition as to require entire repaving; and as a large portion of it has been taken up for the new culvert, they believe this the proper time to do it. A small additional appropriation will be required for this also.

They subjoin a Bill and resolution providing therefor, which they recommend Councils to pass.

Philadelphia, June 18th, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
SAUNDERS LEWIS,
JAMES J. BOSWELL,
ALGERNON S. ROBERTS,
THOMAS C. PERCIVAL,
T. C. ROCKHILL.

An Ordinance

Making an Appropriation to the Committee on Public Highways.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assem-*

bled, That the sum of Twelve Hundred Dollars be, and the same is hereby appropriated to the Committee on Public Highways, for the purpose of repaving Mulberry street between Schuylkill Fifth and Sixth streets, and Vine street between Schuylkill Fourth and Fifth streets.

Resolved, That the City Commissioners, under the direction of the Committee on Public Highways, be instructed to repave Mulberry street, between Schuylkill Fifth and Sixth streets, and Vine street, between Schuylkill Fourth and Fifth streets.

APPENDIX, No. LIII.

To the Select and Common Councils of the City of Philadelphia:

The Committee on Legacies and Trusts

REPORT—

That in the performance of that part of the duty assigned to them by ordinance, they visited on the 9th and 10th of June the several Fire Engines and Hose Companies under their jurisdiction, inspected their apparatus, and inquired into their condition and efficiency for public service.

The number of these Companies are twenty, the same as at the time of the last report, viz. nine Fire Engines and eleven Hose Companies.

The Reliance Engine Company are building a new engine, now nearly completed, which promises to be very efficient with the new improvements.

The Resolution Hose Company have in progress a new carriage not quite finished.

The Perseverance Hose Company are erecting a new house for their apparatus on the lot they have heretofore occupied, and in the mean time use the house of the Resolution Hose.

These evidences of improvement are gratifying, showing the continued interest felt by these Companies in the objects of their institution.

The Companies have all received from the Engineers of the Middle Fire District their certificates of good conduct, and the Committee are not aware of any charges against

them. Complaints have been made of disturbances in the vicinity of some of the Companies, but upon inquiry they appear to have arisen from turbulent persons not members nor under their control. The general condition of the Companies, their carriages and apparatus, and the places they occupy, are neat and commendable. To a few of them the Committee would suggest some improvement in these particulars, which a little time and attention would effect. The Committee upon the whole are gratified with the condition and efficiency of the Department, and are not aware of any existing causes for withholding their appropriation.

From the returns made by the Companies, the whole number of active members appears to be upwards of five hundred.

The number of fires which have occurred since the last report is sixty-three; all of which were attended by the several Companies. The Committee submit a tabular view of the names of the Companies, with their strength and efficiency. As the returns made by the Companies vary in form, the Committee suggest the propriety of having blank forms prepared and distributed, which would insure uniformity.

The Committee very much regret the failure in the Legislature of the act for controlling the Companies from the Districts who so uselessly come into the City limits without cause or pretext. This violation still continues; and they can only now impress on their successors the necessity of procuring a Legislative remedy for this evil.

The Committee also visited the Alarm Bells at the Station Houses. These are now fully efficient; but the Fire Companies generally suggest some alteration in the mode of ringing them, and of the persons who have charge of this duty; to which the attention of the appropriate Committee is respectfully called.

The Committee think it their duty to notice that the Hope Hose Company, who are not represented in the Board of Engineers, still occupy the City building at the Second-street Market; and they respectfully recommend to the Committee who have charge of this property the propriety of removing them, that another Company under the control of our authorities may have the occupation of the building.

The Committee also visited the Wills Hospital, which they can freely say is a model for charitable institutions.

It is only to be regretted that want of means restricts its usefulness. The Annual Report of the Managers shows their situation and transactions, and is to be found in the Journal of Councils.

This institution has recently sustained a loss by the decease of their Steward, George Widdifield, whose attention and fidelity were well known.

The Committee will shortly submit a statement of the other trust under their charge; and offer the annexed resolution.

Philadelphia, July 2d, 1846.

Resolved, That the Committee on Legacies and Trusts be and are hereby authorized to pay to each of the following named Fire Engine and Hose Companies, whose Engineers have been appointed by Councils under the provisions of the Ordinance passed January 4th, 1844, the sum of Three Hundred Dollars, in such amounts and at such time as the Committee shall deem proper: *Provided*, that the Committee may withhold from any Company the whole or any part of the same, if in their opinion such Company has wilfully violated any of the provisions of the Ordinances relating to the Fire Department.

ENGINES, 9.

Hand-in-Hand,	Hibernia,	Philadelphia,
Harmony,	Columbia,	Delaware,
Washington,	Diligent,	Reliance.

HOSE COMPANIES, 11.

Phœnix,	Fame,	America,
Philadelphia,	Diligent,	Robert Morris,
Perseverance,	Schuykill,	Resolution.
Southwark,	Washington,	

GEO. CAMPBELL, *Chairman*,
 GEO. R. FISHER,
 ISAAC ELLIOTT,
 JAS. J. BOSWELL,
 WM. G. MENTZ,
 EDMUND A. SOUDER.

Location North or South of Chestnut Street.	NAMES OF COMPANIES.	Number of Feet of Hose.	Active Mem- bers.	In service at Fires.	On ground at Fires.	Tenure of Location.	Location.
South	Philadelphia Engine,	1000	22	18		Owne.	Schuylkill Sixth, below Chestnut, west side.
North	Harmony	470	49	32		Owne.	Eighth St., below Arch, west side.
"	Columbia	600	25	At all.		Owne.	Eighth St., above Race, east side.
"	Hand-in-Hand	510	21	21	31	Rented.	Crown St., between Race and Vine, west side.
South	Delaware		11			City Property.	Tobacco Warehouse.
"	Washington	500	30	19	41	Owne.	Lombard St., above Tenth, north side.
North	Diligent	900	26	24	52	Owne.	Filbert St., above Tenth, south side.
"	Reliance	325	29	7		Owne.	New St., above Second, south side.
South	Hibernia	475	48			Owne.	Pear St., below Third St.
North	Phoenix Hose,	815	26	42	63	Owne.	Filbert St., above Seventh St.
"	America	800	10	48		Rented.	Sixth St., above Chestnut, west side.
"	Philadelphia	950	11	42		Owne.	Seventh St., above Market St.
South	Fame	1300	16	43	44	Rented.	Library St., below Fifth, north side.
North	Diligent	1100	30	26		Owne.	Madison St., between Race and Vine.
South	Robert Morris	1050	17	16		Owne.	Lombard St., above Eighth St.
North	Perseverance	1400	37	42		Owne.	Quarry St., below Third, north side.
South	Schuylkill	800	25	28		Rented.	Locust St., above Twelfth, north side.
North	Resolution	800	20	34		Owne.	Cherry St., above Fifth St., north side.
South	Southwark	1400	15	28		City Property.	South end of the Second-street Market House.
North	Washington	800	25			Rented.	Ninth St., above Market, east side.

APPENDIX, No. LIV.

To the Select and Common Councils:

The Committee on Police, to whom was referred the memorial of A. J. L. Duhamel, asking Councils to cause the watch box in front of his premises, situated at the N. E. corner of Eleventh and Walnut street, to be removed, respectfully

REPORT—

That the watch box referred to has been placed in that situation in accordance with the present regulation of the “Nightly Watch;” and therefore your Committee deem it inexpedient at this time to remove the same.

The Committee further submit the annexed resolution.

Committee Room, June 1, 1846.

CHAS. A. POULSON, *Chairman*,
THOS. C. PERCIVAL,
JOHN TRUCKS,
WILLIAM MORRIS,
CHAS. NORRIS,
JOHN P. WETHERILL,
JOHN TOWNE,

Committee on Police.

Resolved, That Committee on Police be discharged from the further consideration of this subject.

APPENDIX, No. LV.

To the Select and Common Councils:

The Committee on Police respectfully beg leave to submit the annexed draft of an Ordinance, modifying a part of an Ordinance entitled “An Ordinance for the Suppression

of Nuisances in the City of Philadelphia," passed on the 12th day of March last.

Committee Room, June 29th, 1846.

CHAS. A. POULSON, *Chairman,*
JOHN TRUCKS,
JOHN TOWNE,
CHAS. NORRIS,
WILLIAM MORRIS,
ROBERT TOLAND,

Committee on Police.

A Supplement

To an Ordinance passed on the 12th day of March, 1846, entitled "An Ordinance for the Suppression of Nuisances in the City of Philadelphia."

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That wheelbarrows or handbarrows may be used or placed upon the brick pavements, footways or sidewalks of the public streets in the City of Philadelphia, between the hours of *twelve* midnight and *eight* in the morning, from the 20th day of the month of March to the 20th day of the month of September; and between the hours of *twelve* midnight and *nine* in the morning, from the 20th day of the month of September to the 20th of the month of March; and so much of the Ordinance to which this is a Supplement as is inconsistent herewith be, and the same is hereby repealed.

APPENDIX, No. LVI.

To the Select and Common Councils:

The Committee on Police, to whom was referred the memorial of two hundred and thirty-two citizens, remonstrating against the use of the Market-street Railroad on the Sabbath day, and asking Councils to prevent travelling on said road on the Sabbath,—respectfully

REPORT—

That any action by Councils in the premises seems uncalled for ; because an Act of the General Assembly of the State, passed on the twenty-second day of April, 1794, prohibits “the doing or performance of any worldly employment or business whatsoever on Sunday; except works of necessity and charity,” with much more effectual penalties than could be provided for and enforced by a City Ordinance. This law contains all that is necessary, in the opinion of your Committee, to abate the inconvenience complained of.

Your Committee further beg leave to submit the annexed resolution.

Committee Room, June 29th, 1846.

CHAS. A. POULSON, *Chairman*,
JOHN P. WETHERILL,
CHAS. NORRIS,
WILLIAM MORRIS,
THOS. C. PERCIVAL,
JOHN TRUCKS,
R. TOLAND,
JOHN TOWNE,

Committee on Police.

Resolved, That the Committee on Police be discharged from the further consideration of the subject.

APPENDIX, No. LVII.

To the Select and Common Councils:

The Committee on Public Highways report the subjoined Bill in relation to opening Water street anew, which they recommend Councils to pass.

Phila., July 2d, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
ALGERNON S. ROBERTS,
A. J. LEWIS,
JAMES J. BOSWELL,
SAUNDERS LEWIS.

An Ordinance

Relating to Water Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That the Committee on Public Highways be, and they are hereby authorized and directed to pay to the heirs and representatives of the estate of John Stroup, or to such person as the Court of Quarter Sessions may appoint to receive the same, the sum of Nine Hundred and Fourteen Dollars and Sixty-three Cents, and to James Arrot the sum of Nine Hundred and Fourteen Dollars and Sixty-three Cents: the said amounts being the amount of damages sustained by the property of the said parties, situate on the West side of Water street, between High and Mulberry street, by the laying out of Water anew, as assessed by a Jury appointed by the Court of Quarter Sessions to assess the demands due to certain property in Water street by the laying out of Water street anew, by their report filed 13th June, 1846.

SECTION 2. That the sum of One Thousand Eight Hundred and Twenty-nine Dollars and Twenty-six cents, out of the income of the fund appropriated under the twenty-second item of the Will of Stephen Girard, for the improvement of the eastern front of the City and Delaware Avenue, be appropriated to the expense of carrying into effect this Ordinance, to be paid in the manner that appropriations for Delaware Avenue are directed to be paid in the several Ordinances relating thereto.

APPENDIX, No. LVIII.

To the Select and Common Councils:

The Joint Special Committee, to whom was referred the following preamble and resolution, viz.:

“Whereas there is a manifest desire in this community, as expressed in various ways, especially in two unusually large town meetings, and by numerous memorials of the people, that the Councils of this City shall authorize a subscription to a large amount to the capital stock of the Pennsylvania Railroad Company, a work which will be eminently productive of prosperity to our community; Therefore *Resolved*, That the memorials of sundry citizens asking Councils to authorize a subscription to an amount of Two and a half Millions of Dollars by the Corporation of the City of Philadelphia to the capital stock of the Pennsylvania Railroad Company, and remonstrances against that measure, be referred to the Joint Special Committee of Councils appointed on the 21st day of May last (to whom was referred the proceedings of a Town Meeting,) and that the Select Committee be instructed to report to Councils at the next stated meeting, all useful information they may be able to collect relating to the proposed Pennsylvania Railroad, its route, and probable value of the work to the citizens and corporation of the City of Philadelphia;”

REPORT—

That they have given diligent attention to the subject, and have obtained satisfactory information upon the various topics suggested in the foregoing preamble and resolution. Letters were addressed by the Committee to different persons in quest of this information, and their replies are appended to this report.

As some doubt has been expressed in debate here, and in one of the remonstrances against the measure proposed, touching the right and power of the City corporation to make the subscription, the Committee deemed it proper under the instruction to obtain “all useful information,” to consult counsel upon that fundamental point. They accordingly addressed three eminent members of the Phila-

delphia bar, Messrs. John Sergeant, Thomas M. Pettit, and Thomas I. Wharton, whose unwavering and decided opinion *in favour* of such a right, will be found appended to this report. The Committee believe, for the reasons so clearly unfolded by these gentlemen, that no doubt hereafter can exist as to full authority of the corporation to make the proposed subscription.

The questions particularly referred to in the resolution, upon which Councils require additional light, relate to the route of the railroad, and its probable value to the citizens and corporation.

The Committee addressed letters to several distinguished engineers, to whose answers they respectfully refer Councils in the Appendix. These abundantly prove that several feasible routes for a railroad exist between Harrisburg and Pittsburg; that no unusual physical obstructions intervene; and that generally the estimates of Mr. Schlatter, which were made nearly five years ago, are sufficiently high, if not beyond the prices and improvements of the present day. No one dissents from the recommendation of using the present Portage Railroad as a part of the line. This is an admirable work of thirty-six miles in extent, which is traversed by passenger trains in about four hours. It embraces that portion of the route which is the most difficult and expensive, and by forming a link of the chain, will enable the Company to complete this most desirable connexion in a comparatively short space of time. The temporary use of the Portage road will lessen the first expenditure more than two millions of dollars, and with the aid of this subscription the work will easily be brought within the expected means of the Company.

The Committee dismiss this branch of the subject, and give to Councils the facts as stated—that several good routes exist through Pennsylvania, between which and others a selection is to be made by the Company, with the aid of their own engineers; and that the cost of the various known routes is *within* well ascertained limits.

Among the exhibits to this Report will be found the answers of practical men, engaged in the business of transportation, in reply to the inquiries of the Committee, as to the losses now incurred by Philadelphia from neighbouring improvements, or the want of a railroad connecting this city with the West. Longer time and more extended inquiries, the Committee believe, would show more strikingly those immediate losses which Philadelphia sustains by the

diversion of a trade which is naturally her own, to points on the North and the South, near and around her, as well as those more remote. The Committee, however, refer Councils to the answers which are subjoined, for some interesting details, on a subject of great moment to the prosperity of Philadelphia.

Having now referred Councils to the documents accompanying this Report, for several important items of scientific and practical knowledge, which is better presented in the language of the respective writers than in a digest, which might be quite as voluminous and much less satisfactory, the Committee will proceed with great brevity to notice the latter branch of the subject committed to them. This relates to the probable value of the work to the citizens and corporation.

The value of the proposed improvement depends upon the *estimate* which is put upon the *trade and travel* of that extensive region, with which a railway connexion is sought. If this travel and trade once contributed to build up Philadelphia, and with their subsequent increase have placed New York at the head of American cities, and are now elevating Boston to great consequence and wealth; can the *value* of a railroad be doubted, whose direct effect would be to RESTORE the original relative condition of these three communities, and make the works in the West which have been constructed for the benefit of New York and Boston, so many tributaries to Philadelphia?

Whatever improves the city should be a subject of interest to the corporation. If the citizens are enriched the corporation is benefited, considered as a separate existence. But such a separation or independence of interests is not to be admitted, since the interest of the citizen and the corporation are indissoluble, if not identical. That which increases property in the hands of the citizen, not only multiplies the subjects and adds to the amount of taxation, but augments the value of that estate which separately belongs to the corporation. If we suppose the productive real estate belonging to the City corporation to be worth six millions of dollars (and its present income cannot authorize a lower estimate,) has it no interest in a measure which, according to the best opinion the Committee can form, would add very largely to the value of real estate in Philadelphia? Has it not an interest in subscribing two and a half millions to a work, which not only promises to pay well in dividends, and to repay in ultimate value, but which promises to enhance its real estate beyond the

amount of the subscription? We refer Councils to the documents annexed for details of the income derived from the real estate belonging to the corporation, which, including water rents, gas, and the Girard estate, amounts to nearly \$300,000 per annum.

The present debt of the City is \$2,510,000 (exclusive of the \$600,000 gas debt,) to which is applicable the sum of \$387,268 18, the amount reckoned at par of the sinking fund. Now excluding, as we do, all the unproductive real estate of the corporation, such as the public squares, Girard College, &c., and computing only that which yields a regular income, the corporation could abundantly secure, by mortgage or otherwise, the present debt and the amount of the proposed subscription. Boston, with a debt nearly as large, and a productive estate not the fourth of ours, now proposes the introduction of water from ponds several miles distant. The corporation of New York, with an income not a fourth larger than the income of Philadelphia, has not hesitated to contract a debt of more than twelve millions, for the construction of the Croton Water Works. The Committee do not recommend a similar policy in Philadelphia, but they think that the sounder financial condition of our City, and the surpassing value of a railway to Pittsburg (more urgent than the introduction of water into New York and Boston,) concur to recommend the proposed subscription.

The sum of two and a half millions proposed to be subscribed is so arranged and classified, that while it insures the prosecution of the work to completion, the payments will be in small instalments, and it is believed will not be required in cash, but can be made by the issue of *City bonds*, subject to redemption at some distant period, as Councils shall decide.

Before the second payment is made, one hundred miles of the road will be completed, and in *valuable operation*; as its locality, being a prolongation of an important existing line to this City, will make *every finished mile* immediately productive. The accruing *interest* on the first instalment must be provided for during a short period only, for the reason already given, as the Committee believe that the profits of the road will not only pay this interest, but will more than meet the interest on subsequent advances. James Clark, the late Canal Commissioner, who is fully acquainted with the subject, and is withal a very cautious and prudent calculator, has carefully estimated the cost and business of this road. His Essays, which have been pub-

lished in the city papers, show that it must pay at least from 11 to 12 per cent. on the investment, without including fifty or sixty thousand dollars to accrue to it from transporting the mails. The consequence resulting from this subscription, of having to provide for the interest on the first instalment, will be more than neutralized by the upward tendency of real estate, so soon as the assurance of this subscription shall become known. The *certainty* that the proposed railroad is to be constructed, will inspire that *confidence* which is wanting in the continued prosperity of the City, and at once tend to elevate the price of real estate, and benefit every other description of property.

The owners of real estate, who, with very few exceptions, are anxiously in favour of this measure, take the same view of the subject. The memorialists for the subscription by the City, who in number amount to 5797 comprise every class of our industrious population, and include some of the largest holders of real estate within the corporate limits, and represent a large portion of the wealth and respectability of this community. The number of highly respectable persons, whose names are signed to remonstrances against the measure, has also been counted, and is found to be only 133. The sentiments of our constituents being unequivocally manifested by their recent petitions, the Committee have come to the conclusion that this measure ought to be adopted by Councils, without submitting the question to a popular vote, as proposed in the former report of the Committee.

The will of the people being thus distinctly expressed, what, it may be asked, is it the *duty* of these Councils to do? The legal authority of the corporation being clear, its ability manifest, the feasibility of the route indubitable, the cost ascertained within defined limits, and the profits great enough to justify a reasonable expectation of handsome dividends, on what *grounds* can Councils hesitate to make the subscription? We cannot find them in the questionable nature of the undertaking, or in the want of adequate motives to sustain and further it. No one can shut his eyes to the fact, that the enterprise involves, for weal or for woe, the future prospects of Philadelphia. The trade of this city, already retarded by improvements on the North and the South, will be so curtailed by the Baltimore and Ohio Railroad at Pittsburg, and the completion of the railway from New York to Lake Erie, as to drain the public works, and impoverish the city and State. Labour among us will want its reward, business will stagnate,

capital will desert our borders, and following this desertion of trade, the interest of the debt of the commonwealth will be unpaid! On the other hand, we have the means, by furnishing the nearest and best route to and from the West, of securing an unexampled prosperity to this city. Our *citizens* will not only be enriched, but the real estate and property of the *corporation* will be enhanced beyond the amount of the proposed subscription. All this is evident from facts and arguments already spread before the public, but which it would be impossible to present in this report. The Committee however believe that Councils will, without argument, *assume* that the proposed railroad will be vastly important to Philadelphia, because so many of their fellow citizens who are engaged in active business and interested in real estate, have declared it to be so in their numerously signed petitions; because these Councils, by unanimous resolutions, have expressed a similar sentiment; and because the popular voice, whether uttered in town meetings or through any other medium, is strongly and decidedly in its favour.

The following is an Index to the Documents which accompany the Report:

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| A | Letter from Edward Miller, | } | Civil Engineers. |
| B | 2 Letters from S. Moylan Fox, | | |
| C | Letter from Charles Ellet, Jr. | | |
| D | " " Moncure Robinson, | | |
| E | " " Solomon W. Roberts, | | |
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| G | " " E. G. Dutilh & Co. | | |
| H | " " Harris & Tustin, | | |
| I | " " James M. Davis & Co. | | |
| J | " " Bingham, Dock & Stratton, | | |
| K | " " William H. Gatzmer, with Statement of the Transportation Agent of Camden & Amboy Railroad Co. | | |
| L | Statement of Mr. Traquair, President of the Board of City Commissioners. | | |
| M | " " Frederick Fraley, Pres't. of the Gas Works. | | |
| N | " " Samuel W. Rush, Register of Watering Committee. | | |
| O | " " Charles S. Smith, Treasurer of Girard Trust. | | |
| P | " " Cornelius Stevenson, City Treasurer. | | |
| Q | Letter from John Dougherty, | } | Contractors. |
| R | " " Michael Malone, | | |
| S | " " Andrew Young, | | |

- T Letter from Allen Campbell, Chief Engineer of Harlem Railroad.
 U “ “ Joseph Yeager, President of Harrisburg & Lancaster Railroad.
 V “ “ Opinion of Messrs. Sergeant, Pettit, and Wharton.

The undersigned members of the Committee, with an anxious desire to ensure the construction of this great work, have yielded in a spirit of compromise, their opinions as to the *mode* and *time* of the subscription, and have agreed to recommend to Councils the adoption of the following resolution.

Resolved by the Select and Common Councils, That the Mayor of Philadelphia be and is hereby authorized and directed to subscribe in the name of the Mayor, Aldermen and Citizens of Philadelphia, for *Ten Thousand Shares* in the capital stock of the Pennsylvania Railroad Company, whenever Fifty Thousand Shares shall have been subscribed in conformity with the provisions of the charter of said railroad company; and that the said Mayor be authorized and directed to subscribe an additional *Ten Thousand Shares* when one hundred miles of said railroad shall be finished and in use; and that the said Mayor be authorized and directed to subscribe an additional *Ten Thousand Shares* when one hundred and twenty-five miles of said railroad shall be finished and in use; and that the said Mayor be authorized and directed to subscribe an additional *Ten Thousand Shares* when one hundred and seventy-five miles of said railroad shall be finished and in use; and that the said Mayor be authorized and directed to make a further and final subscription of *Ten Thousand Shares* when two hundred miles of said railroad shall be finished and in use.

All of which is respectfully submitted.

Philadelphia, July 2d, 1846.

HENRY C. CORBIT, *Chairman*,
 ISAAC ELLIOTT,
 ROBERT TOLAND,
 A. J. LEWIS,
 EDMUND A. SOUDER,
 JAMES J. BOSWELL,
 BENJAMIN ORNE,
 ALGERNON S. ROBERTS,
 JOHN RODMAN PAUL.

A.

LETTER OF EDWARD MILLER.

Philadelphia, June 26th, 1846.

ALGERNON S. ROBERTS, ESQ.,
Chairman Sub-Committee, &c.

MY DEAR SIR—I have received your letter of the 24th inst., requesting, in the name of a Joint Committee of Councils, such information as my general knowledge of the subject may enable me to impart, respecting the several proposed routes for a railroad from Harrisburg to Pittsburg.

I should feel some hesitation at expressing an opinion upon the very important questions comprised in your communication, had not my former connexion with the Pennsylvania Canal and the Allegheny Portage Railroad, during their construction, and the extensive surveys made under my direction for the Sunbury and Erie Railroad, rendered me familiar, personally, with much of the ground over which the proposed lines pass, and given me a general knowledge of the great features of the country.

Some of the conclusions which have forced themselves upon my mind, may be greatly modified by further examinations, but I give them to you frankly for what they are worth.

I.—I believe that the *Juniata* offers the best and most feasible route for a railroad between Harrisburg and Pittsburg:—that stream and its subordinate valleys affording the only course approaching to directness, by which the Appalachian ranges of mountains can be passed. It is true that the Susquehanna also breaks through the same mountain chains, but the course of its valley is due north instead of west, and the city of Pittsburg is further in a direct line from Muncy, (where the Susquehanna breaks through the Bald Eagle mountain,) than it is from Harrisburg; notwithstanding the distance between Harrisburg and Muncy exceeds 85 miles.

It is entirely practicable to make a railroad by the West Branch of the Susquehanna, from Harrisburg to Pittsburg, with only one summit, and greatly superior in grades, and in the total amount of rise and fall, to any of the three lines surveyed by Mr. Schlatter. It is in fact much easier to obtain 25 feet grades at the heads of the West Branch, or Bennet's Branch, than 45 feet grades at the heads of the Juniata. But these advantages must be purchased by such

a sacrifice of distance, as would materially increase the expense of maintaining the line, and the time of passing over it.

II.—On the 64th and 65th pages of Mr. Schlatter's third report, will be found a statement of the "principles and prices" upon which his estimates of earth and rock-work were founded. The principles are correct and the prices ample. Of course I do not mean to express an opinion with regard to quantities, upon which as well as prices, the accuracy of the estimates depend, for I have no data upon which to predicate a conclusion.

III.—I do not wish to be understood as approving of Mr. Schlatter's "preferred line" throughout; for I feel great doubts with regard to particular portions of it, and agree with him that additional surveys are required before the final determination of the line. For example, I think it will be found advisable to abandon "the Stone Mountain route," which saves 11 miles of distance, at an additional first cost of \$500,000 and an additional annual expense of \$12,000.

IV.—The most costly and difficult portion of Mr. Schlatter's preferred line, (exclusive of the Stone Mountain route already referred to,) is that between Petersburg on the Juniata, and a point a few miles west of Blairsville; a distance of 96 miles. This section includes the passage of the Allegheny Mountain and all the heavy work connected therewith. It comprises six tunnels, having an aggregate length of nearly two miles; 15 viaducts, some of which are of extraordinary magnitude; and a large amount of very expensive earth and rock-work. The estimated cost of this section is \$3,235,000 for grading and bridging. A different line has been examined by Mr. Schlatter for the Western portion of this route, which passes up the Cone-maugh through Johnstown, and uses about 8 miles of the Portage Railroad. It is so nearly equal to the "preferred line," that he says (page 28) that it is "almost impossible to decide between them."

If this line be adopted, and the part west of Johnstown be constructed, it will cost according to Mr. S.'s estimate, \$413,062; and the Portage Railroad may be used in its present condition, by only making this, and about 20 miles between Petersburg and Hollidaysburg, which may cost about \$300,000. This course will save in first cost of grading and masonry \$2,500,000, and in superstructure \$350,000; and in the time of opening the road perhaps two years.

These are matters of serious importance, and deserve, as they will no doubt receive, the careful consideration of the company and of their engineer. When circumstances render it advisable, the mountain section between Johnstown and Petersburg can be completed, avoiding the inclined planes.

The whole work thus proposed to be done, which will not form ultimately a part of the main line, is the short piece between Petersburg and Hollidaysburg; which need only be graded for a single track, and will always be valuable as an auxiliary to the State works in winter, and in times of drought.

V.—The Portage Railroad is constructed in the most permanent manner, with stone bridges and culverts throughout. It is 36 miles long, and has ten inclined planes upon it, worked by stationary steam engines. The time now required to pass passenger trains over it is four hours, and the Superintendent and Canal Commissioners estimate its capacity, at more than double the present trade. The obstructions complained of on the Pennsylvania works, are not caused to any great extent by these planes; but by the detentions at the points of transshipment; viz.: Columbia, Hollidaysburg and Johnstown; and the irregularities produced necessarily by a broken line.

VI.—From the data before me I am therefore of opinion, that the routes designated by Mr. Schlatter as the Conemaugh and Kishacoquillas routes, should be adopted in preference to the Black Lick and Stone Mountain routes; and that the Portage Railroad should be used in the first instance as a portion of the line.

I am very respectfully,

Your obedient serv't.,

EDWARD MILLER.

B.

LETTER OF S. MOYLAN FOX.

Philadelphia, June 25th, 1846.

A. S. ROBERTS, Esq.,

Chairman Sub-Committee, &c.

SIR—In reply to your's of the 24th inst., I have to say, that I have great confidence in the practicability of the Middle route for a railway from Philadelphia to Pittsburg, as proposed by C. L. Schlatter. I was engaged on the

survey, and can give assurance that no care was omitted to render the estimates as accurate as possible. I know that Mr. Schlatter has been accused of making a false statement of the work, but am sure that a proper degree of attention to the subject would acquit him of any such charges. The survey was made merely for the purpose of establishing the fact, that a route of the kind described could be got through Pennsylvania. There was no intention of making the road at the time, and the most sanguine did not dream of the work being made by the State, which was then smarting under the effects of its precocity in improvements. Mr. Schlatter then, supposing that he were venal enough to be influenced by it, could have no motive for misrepresentation, while his reputation would certainly depend upon the truth; but it was his misfortune, perhaps, to interfere with the interests of some powerful rival routes; the Sunbury and Erie road found in the establishment of these facts a death blow to her hopes; the New York & Erie Railroad was staggered, and the Baltimore & Ohio Railroad saw a most important rival. These interests are, I think, sufficient to interpret the cause of so much objection to the route in question; but I have no hesitation in asserting that the estimate has been made in the best faith, and will not depart materially from the amounts actually required, should the road be completed.

I have, since the road was first spoken of, recommended the use of the Portage Railway for the present. That road is capable of passing at least 400,000 tons, with as much speed, and as cheaply as any other railway of the same length where grades of 45 feet to the mile would be necessary.

By making the Central Railroad to Logan's Narrows, the point at which the ascent of the mountain is begun, it will require a route of only 20 miles through a valley presenting no serious impediments to join with the Portage Railway; this will be the only distance that it will be necessary to depart from the central route as proposed; it will be a saving of at least two and a half millions for the present, and will not increase the distance over five miles. And if at any future time it should be thought necessary to make the route over the mountain, the amount spent on these 20 miles will be all that has been expended unnecessarily, while it will still be a communication between the iron and coal region of the mountain and the Central Railway.

I have thrown these few hasty remarks together in reply to yours. I will take the opportunity of my arrival at home to reply more fully to your questions, when I shall have access to such documents as are necessary to establish the facts here stated.

Very respectfully, &c.

S. MOYLAN FOX.

B.

Bear Gap, June 29th, 1846.

A. S. ROBERTS, Esq.

The description of the route proposed for the Central Railroad is as follows:—Commencing at the terminus of the Lancaster and Harrisburg Railroad, the line is traced along the eastern shore of the Susquehanna river, to a point $4\frac{7}{8}$ miles above Harrisburg, where it crosses the river and follows the western bank to the mouth of the Juniata. Thence, the line is carried along the southern shore of the Juniata river to a point $2\frac{1}{2}$ miles below Lewistown, where it crosses the river and canal, and follows the valley of the Kishacoquillas creek to a point $5\frac{1}{2}$ miles above Lewistown, where the creek is crossed. Thence the line runs in a northwesterly direction, until it strikes the Stone Mountain, the slope of which it ascends to a point favourable for piercing the mountain by a tunnel; thence crossing the head waters of Stone creek, and the dividing ground between Stone and Shaver's creek, the line descends the valley and continues along the slope of Tussey mountain and a point on the Little Juniata, five miles above the town of Petersburg, is attained; thence following the valley of the Little Juniata to Logan's Narrows; thence the line is traced along the eastern slope of the Allegheny mountain to the Sugar Run Gap; crossing the mountain the route descends the western slope of the mountain to the headwaters of the Conemaugh at Laurel swamp; from this the line is continued along the Conemaugh slope of the mountain to the foot of the Plane No. 4 of the Allegheny Portage; from this point the survey is continued nearly parallel with, and to the right of the present road to Plane No. 3, passes under this plane and through the dividing ground into the valley of Beaver dam, and thence to a point on the Portage Railroad about one mile below the town of Jefferson;—assuming the line of the present portage for $6\frac{1}{2}$

miles to the viaduct, the new route again leaves it and is traced along the side of the Conemaugh to another point of the present road $1\frac{1}{2}$ miles above Johnstown. The route is continued from Johnstown along the southern bank of the Conemaugh river to the town of Lockport, where it crosses to the northern side, and is continued along this side through the town of Blairsville to the mouth of the Black Lick. Crossing the Conemaugh a very direct route is pursued towards Pittsburg, the line crossing the Loyalhanna about $2\frac{1}{2}$ miles north of New Alexandria, passing near the towns of New Salem and Murrysville, following the Turtle creek to its junction with the Monongahela river, and by this river to Pittsburg.

The whole distance by this route and by the Columbia and Lancaster & Harrisburg Railroad from Philadelphia to Pittsburg is 343 miles, and in no instance exceeds the grade of 45 feet per mile.

It is proposed for the present to leave the route above described at Logan's Narrows, and following the valley between the Allegheny and Brush Mountain to join the present Portage Railroad at the foot of Plane No. 10. This distance would be about 30 miles, and would increase the distance from Philadelphia to Pittsburg about 5 miles.

This route passes over very favourable ground, and will cost but little for grading, certainly not over \$250,000

Add superstructure, 30 miles at \$10,000, 300,000

Total, \$550,000

The cost of the road over the mountain is estimated by Mr. Schlatter as follows:

Grading, \$2,067,829 00

Superstructure, 58.72 miles, at
\$10,000, 587,200 00

Total, 2,655,029

\$2,105,029

Add to above 8 miles Portage used, 240,000

Difference in favour of Portage Railroad, \$2,345,029

This is nearly $\frac{1}{4}$ th of the whole estimated cost of the Central Railroad.

Passenger cars are passed over the Portage Railroad 36 miles in $3\frac{1}{2}$ hours, which would be very nearly as fast as they could be taken up the grade of 45 feet per mile in ascending the mountain; so that the loss of time by this route would not exceed one or two hours.

It would be of some importance to the commonwealth, by putting the Portage Railroad in use for three of the winter months, while it is now idle, and give the coal and iron of the mountain an opportunity of reaching the eastern market during the winter.

That there is but little danger in the use of the planes can be best demonstrated by the fact, that for the last six or seven years there has not been a single accident upon the Portage Railway in consequence of their use.

The last objection is the great cost of working planes. The following table compiled from the report of the Superintendent of last year, will show the error of this objection. In the cost of planes the wire rope is supposed to be used.

	Length, miles.	Total rise and fall.	First cost machinery.	Cost working with interest.	Cost pr foot of elevation.
Inclined planes,	4.36	2007 ft.	\$196,479	\$48,824	\$24.32
Locomotive levels,	24.00	485 "	144,567	26,936	55.54
Horse levels,	7.07	69 "		10,770	156.08

The inclined planes do not require as heavy a superstructure as the portion used by locomotives, neither are the repairs proportionally as great, but supposing them to be equal in that respect, we have, taking the average cost of repairs per mile on the Portage Railroad :

Repairs on 4.36 miles of Inclines,	at \$530 per mile,	\$2,310.80
Do. 24.00 " Locomotive,	at " "	12,720.00
Do. 7.07 " Horse,	at " "	2,687.00

From which the cost of repairs per foot of elevation will be on

Inclined planes,	\$1.15, add cost working as above,	\$25.47
Locomotive levels,	26.22, " " "	71.76
Horse power,	38.94, " " "	195.02

Or the cost of working the Locomotive levels are for each foot of elevation, nearly three times as much as the Inclines, and of Horse power nearly eight times as much.

This cost is for passing 120 thousand tons—the amount passed over the road during that year, (1845.)

Very respectfully, &c.

S. MOYLAN Fox.

C.

LETTER OF CHARLES ELLET, JR.

Philadelphia, June 28th, 1846.

ALGERNON S. ROBERTS, ESQ.,

Chairman of the Sub-Committee, &c.

DEAR SIR—I regret to say, in reply to your letter of the 24th instant, that my present engagements would preclude the possibility of doing justice to the important subject before your committee, even if I were in possession of all the data necessary to form opinions which would merit my own or the public confidence.

I cannot, however, hesitate to acknowledge that there is evidence which appears to my mind to be very conclusive, not only in favour of Mr. Schlatter's preferred route, as compared with other lines connecting Philadelphia and Pittsburg, but competent to sustain its claims against those of all the railroad lines of which the merits have yet been discussed, reaching from the Atlantic seaboard into the west.

In the construction of a work of this magnitude, intended for the accommodation of a trade and travel of which the ultimate value will be vastly greater than can now be foreseen, the saving of distance is, or ought to be, the controlling consideration in the determination of the route.

The mere expense of transporting 100,000 tons of freight per annum, at a charge of $2\frac{1}{2}$ cents per ton per mile, involves an annual outlay of \$2500 per mile. The difference between the lengths of the northern and middle routes, by the best data now before the public, is 91 miles; and the cost of carrying an annual trade of 100,000 tons over this distance, at \$2500 per mile, would be \$227,500. By adopting the shorter route, we will save this annual charge, besides avoiding the loss of time incident to the passage over that space. But, to save an annual tax of \$227,500 will justify an outlay, in the original construction of the work, of about \$3,800,000; which sum, under the assumption of a trade of 100,000 tons, will be, *cæteris paribus*, the measure of the superiority of the middle route.

I am not able to express a confident opinion as to the general correctness of the estimates before the committee. The scale of prices presented by Mr. S., as the basis of his computations, appears to be high enough; but I have not

sufficient local, or other information, to enable me to apply it to the work.

The allowance for buildings, depots and water-stations, engineering and superintendence, is, in my opinion, a great deal too small for the magnitude and character of the enterprise; and I do not find any provision for the *furniture* of the road.

On the other hand I cannot but think that immediately on the opening of the line, the probable trade would be at least twice as great, and the probable travel four times as great, as the amounts on which Mr. Schlatter's estimate of the revenue is founded: and no one can now predict the value of the future *increase*, when the work shall have been pushed forward towards St. Louis, and have thrown out its tributaries to the north and south, to seize upon its share of the commerce of the lakes, the Missouri and the Ohio.

The estimated revenue is based on but 60,000 passengers per annum; while the Baltimore & Ohio road, of which the western terminus is yet on this side the mountains, already carries 200,000 persons, and nearly all the great lines of the northern and middle States a still higher number.

On the whole, the engineer appears to have made his estimates with much caution—to have looked forward to a moderate trade, and to the necessity of a moderate establishment for its accommodation.

In this, perhaps he acted prudently; but I believe, nevertheless, that the trade now attainable possesses a value which will justify the construction of a road of the first class, provided with all the modern conveniences for its economical and expeditious transportation: and that, whatever interest the question of cost may now possess, as a measure of the ability of the enlightened advocates of the enterprise to carry it successfully through,—viewed in reference to the acquisition of the trade of the lakes and the Ohio, and of the country further west, and to the influence of that traffic upon the commerce and prosperity of this city, this consideration disappears in the comparison.

I am, sir, respectfully,

Your obedient servant,

CHARLES ELLET, JR., *Civil Engineer.*

D.

LETTER OF MONCURE ROBINSON.

GENTLEMEN—I am in receipt of your communication of the 23d, requesting, in relation to the proposed railroad between Harrisburg and Pittsburg, my views “as to its importance to our city and State, the practicability and probable cost of the road, and particularly my opinion of the proposed route by the valley of the Juniata and the point designated as most suitable for crossing the Allegheny Mountains, and the summit which divides the waters of the Susquehanna from those of the Allegheny river.”

It seems to me, gentlemen, that the committee of seven appointed at the town meeting held in this city on the 28th of April last, have correctly stated what is wanted by the city and State, in the following words, viz. “A short route for the cheap and quick transmission of passengers and merchandise to and from Pittsburg, without change or transshipment, and available in the winter as well as in the summer.” Whilst with such a route, in addition to the present line of Pennsylvania Canal and Portage Railroad, Philadelphia would possess advantages in a competition for the trade of the West, greater than any other point on the seaboard, I feel equally satisfied that without such a route, she must labour under great, and I should apprehend insuperable disadvantages, in such a competition.

I need not say in what these disadvantages would consist, when they are already so strikingly felt at those seasons of the year when the canals are obstructed by ice, and whenever they are interrupted by casualties. It is obvious that if at such periods a neighbouring city having an equally favourable post, should possess a means of communication with the West available at all times, and if somewhat dearer, and therefore a less desirable one for low priced and ponderous staples, on the other hand more speedy and therefore more advantageous for valuable merchandise, there would be great reason to fear that in a balance of advantages, the scale would incline in its favour. The merchant of the interior might for some time divide his business between the two points, but would be apt to end by making the sea-port with which he could always communicate, his exclusive mart.

If these considerations make it important to the permanent prosperity of Philadelphia, that a continuous railroad communication should exist between Philadelphia and

Pittsburg, the legislation of the State during the past winter seems to make it of moment that this communication should not be delayed. With such a work once secured, there would seem to be no inducement to the State ever to change her present policy, but on the contrary, every reason for adhering to it. Pennsylvania and Virginia may be considered the *proprietors* of the Ohio front, and there would appear to be no adequate motive with either of these States for admitting another competitor for trade, geographically belonging to them, if it be in their power to secure it to their own commercial towns, by lines of improvement laying altogether within their limits.

With regard to the *practicability* of the proposed railroad, I can entertain no doubt. This is I think sufficiently established (by the reports of Mr. Schlatter) on one or more routes.

As regards the probable expense of the work, every thing will of course depend on the description of work to be executed. My own impression is, that a work meeting completely the exigencies of the case, need not be for its extent a very costly one. You will bear in mind, gentlemen, that you now have between Philadelphia and Pittsburg a line of transportation as economical and advantageous for cheap and bulky articles, as you can hope to obtain, and that what is required, is a continuous railroad for passengers and light freights at all times, and not too expensive for such descriptions of freight as require to be transported at those seasons of the year when the canals are closed. A railroad of moderate curvatures within the maximum grade of the lines surveyed by Mr. Schlatter (or even a higher maximum at points where an auxiliary locomotive may be advantageously applied,) would fulfil these conditions. It need not be throughout its whole extent graded for a double track, but should be both graded for and laid with a double track, for a sufficient portion of its length to prevent any risk of embarrassment or interruption in the movement of trains. Such a work it seems to me from a hasty perusal of Mr. Schlatter's reports and some knowledge of the ground, might be executed certainly, within his estimates for a road graded for a double track, with a single track laid down, or for nine and a half millions of dollars. Indeed, this allowance I should think a large one, and that the probability was much greater that such a railroad as I have described

would be executed for less, than that it would exceed this estimate.

On the third point on which you request my views, I can feel no hesitation. Of the routes surveyed by Mr. Schlatter, the middle route, or the one by the valley of the Juniata, seems to me clearly the proper one for a route to Pittsburg, and I am inclined to think the point at which he proposes to pass the Allegheny Mountain, in all respects the most eligible for a railroad on this route. That a lower summit would be had on a route by the valley of the West Branch of the Susquehanna river, and looking at the same time to a connexion with Erie and Pittsburg, there is no doubt; but such a route, whilst it would be for a portion of the distance an eligible road to *Erie*, would not probably present sufficient advantages as a line to Pittsburg, to preclude the competition of a rival work at that point.

On the other hand, there can scarcely be a doubt that the prosecution of a railroad to Pittsburg by the most direct and advantageous route, would induce the speedy completion of the lines of railroad which have been projected between that point and Cleveland, and that thus in effecting a railroad communication to the Ohio at Pittsburg, one would at the same time be attained to the lakes.

I have the honour to be, gentlemen, with great respect,
your obedient servant,

MONCURE ROBINSON.

Philadelphia, July 24th.

E.

LETTER OF SOLOMON W. ROBERTS.

Philadelphia, June 26th, 1846.

ALGERNON S. ROBERTS, Esq.,
Chairman Sub-Committee.

DEAR SIR—I have the honour to acknowledge the receipt of your letter of the 24th inst., requesting me to communicate, for the use of a Joint Special Committee of the City Councils, my views respecting the location of a continuous railroad to Pittsburg.

As you desire an almost immediate reply, it will be my object to condense what I have to say, and to give results substantially correct, without minute details.

From 1829 to 1836, I was employed as an engineer upon the main line to Pittsburg; at first upon the canal

above Blairsville, afterwards in leading the exploring party on the location of the Allegheny Portage Railroad, and lastly as resident engineer of that road. Thus I enjoyed good opportunities of acquiring information.

A straight line drawn on the State map from Philadelphia to Pittsburg, measures 258 miles in length, and crosses obliquely the Harrisburg and Lancaster Railroad near Mount Joy. Harrisburg is not far out of this line; and a straight line drawn from Harrisburg to Pittsburg, measures 164 miles, and *crosses the Portage Railroad about half way between Johnstown and the summit*. This is an important fact in considering the general question.

Then, taking as our base the straight line drawn from Harrisburg to Pittsburg, we find that *it lies to the south of the valley of the Juniata*, but much nearer to it than to any other great valley dividing the ridges parallel to the Allegheny. Thus the great outlines of the topography of the country, clearly indicate the Juniata route as the nearest good route to a right line. That route will also accommodate the largest local population, and therefore command the greatest amount of way business.

The comparatively gentle western slope of the Allegheny mountain, is formed by the gradual upheaving of the horizontal strata of western Pennsylvania, while its steep eastern escarpment exhibits the broken ends of those strata. This side of the mountain is also furrowed by deep ravines or gorges, in which there are numerous small streams; and hence the difficulty of ascending it by a long continued gentle grade. At Blair's Gap, the rise is 1400 feet in ten miles.

The following exhibits the general *profile of the Main Line*, now in use from Harrisburg to Pittsburg; the details being purposely omitted. This line has only one summit.

Harrisburg to Huntingdon,	by canal, 105 miles. Rise 276 ft., or 2 6-10 ft. per mile.
Huntingdon to Hollidaysburg,	} by canal, 39 miles. Rise 324 ft., or 8 3-10 ft. per mile.
Hollidaysburg to Portage Summit,	
Summit to Johnstown,	by railroad, 26 miles. Fall 1172 ft., or 45 ft. per mile.
Johnstown to Blairsville,	by canal, 30 miles. Fall 247 ft., or 8 1-4 ft. per mile.
Blairsville to Pittsburg,	by canal, 74 miles. Fall 225 ft., or 3 ft. per mile.

The Harrisburg Railroad at Harrisburg is 328 feet above tide, and the summit of the Portage Railroad is 2328 feet above the same level, being a rise of exactly 2000 feet, 1400 feet of which are overcome in ten miles. These numbers are easily remembered.

The Portage Railroad is a very direct route across the Allegheny mountain. It is substantially constructed, is laid with a double track of edge-rails, and all its numerous culverts and bridges are of substantial stone masonry. There is not a wooden bridge upon the line. It cost at contract prices, \$1,634,357; but the whole sum expended upon it has been about two millions. The inclined planes, which are all straight, are so arranged that they are worked with great safety, certainty, and despatch, and the passenger trains now traverse the road in about four hours. The road can accommodate a vastly greater trade than it has ever received from the canals, and I speak confidently upon this point, as I worked it during the season of 1835.

If the Portage Railroad were extended for about thirty miles at each end, nearly parallel with the canal; that is, westward to Blairsville near the mouth of the Blacklick, and eastward to Petersburg near the mouth of the Little Juniata, or a few miles further to Huntingdon; the value of the Main Line to Pittsburg would be very much increased, and the time of transit by that line between Philadelphia and Pittsburg, materially shortened. For, at a moderate expense, a portage would be provided around those parts of the canal which are most obstructed by drought in summer, by ice in winter, and by lockage at all times, and which from their numerous mechanical structures, are the most liable to accidents. This work, *which might be principally a single track*, would form connexions between the Portage road and a new line with moderate grades to be subsequently made over the mountain, on what may be found to be the best route; and, when that is accomplished, the trade need never be stopped by any accident, as there will be an alternative line ready for its passage.

The profile of the canal line shows what admirable grades may be looked for in locating a railroad near to it. The distance by the canal from Harrisburg to Hollidaysburg is 144 miles, from Johnstown to Blairsville is 30 miles, and thence to Pittsburg, by the present turnpike or the proposed railroad, is 42 miles. Therefore, to construct a continuous railroad to Pittsburg by a connexion with the Portage, and following all the sinuosities of the canal, except beyond Blairsville, would require 216 miles of new road to be made. If by cutting off the crooks, without leaving the Juniata valley, the line can be shortened eight per cent., it will reduce the new road to 200 miles in round

numbers, and make the whole distance from Harrisburg to Pittsburg, 236 miles.

As this will be a grand trunk line, it ought *for most of its length* to be graded at once for a double track; and a single track of rails weighing sixty pounds per yard, with the necessary turnouts, should be laid down in the first instance. I think it fair to estimate the probable average cost of such a road, substantially constructed, on the proposed route, at thirty thousand dollars (\$30,000) per mile.

This will require, for the two hundred miles, *six millions of dollars* to complete a continuous railroad to Pittsburg, crossing the mountain by the very direct route of the Portage road.

I have no doubt of the practicability and expediency of making a new road over the mountain, with good locomotive grades; but the natural difficulties in the way are great, and the works of art required, heavy. At present my feeling is strongly in favour of a connexion with the Portage Railroad in the first instance. Such an arrangement would be so highly advantageous to my native State, that I feel confident that the State authorities would gladly give the company all reasonable privileges. There is nothing that the Main Line so much needs, as the extension of the Portage Railroad parallel with the troublesome sections of the canal nearest to the mountain.

The most thorough, searching, and exact topographical surveys of the mountain region ought to be made, before any new graded line over it is put under contract. Of course, the professional gentlemen, to whom the decision of this important and complicated question of railroad location may be entrusted, will collate all the information obtained from previous surveys, before making the new ones that may be necessary.

I am satisfied that the line located by Mr. Fox, under the direction of Mr. Schlatter, can be constructed, but it ought not to be begun without a thorough revision and a full comparison with other routes.

You request me to give an opinion respecting the route and estimates of Mr. Schlatter. The scale of prices given by him at page 64 of his third Report, appears to me to be liberal but not extravagant. His allowance of five per cent. for contingencies I think small, particularly for the mountain section, as contingencies generally increase in geometrical ratio with the weight of the work.

His deviations from the valley of the Juniata, on the

Kishacoquillas and at the Stone Mountain, involving as they do additional elevation, are I think of doubtful expediency, although they shorten the distance; but, if they should not be adopted, they may be very useful as alternative lines to facilitate the making of conditional settlements for damages. His preferred line between Harrisburg and Blairsville, is 23 miles shorter than the canal route, but it has 1195 feet more rise and fall. Mr. Schlatter appears to have had a laudable ambition to find a line that should be somewhat shorter than the location from Baltimore to Pittsburg. In that object he succeeded, and I consider his Reports on the results of his surveys, to be highly creditable to his professional character.

If any further information in my power to give, should be wished for by yourself or the Committee of Councils, it will give me pleasure to furnish it.

I am, very respectfully and truly your's,

SOLOMON W. ROBERTS, *Civil Engineer*,
No. 174 Arch St.

F.

LETTER OF JOHN A. WRIGHT.

Philadelphia, June 26th, 1846.

MR. ALGERNON S. ROBERTS,

On behalf of Joint Committee of Councils.

DEAR SIR—Your favour of the 24th inst. is at hand, requesting such information as I may possess, on the several points connected with the proposed railroad from Harrisburg to Pittsburg. Of which you designate in the first place, "the length, probable expense of construction, relative merits, &c., of the different routes" between the above named points. It is well known that three routes have been carefully examined,—the northern, middle and southern. The southern route was first surveyed in 1838, by Mr. Hother Hagé, and his report induced the surveys which were made by Mr. Schlatter in '39, '40, and '41, by whom the above routes were also surveyed. The southern, from the great natural barriers in its path, may be considered almost impracticable, at all events when compared with the other routes.

The selection before me, then, rests between the northern and middle routes. My data are derived from Mr. Schlatter's third report, from which I find the length of the

northern route to be 320.61 miles, overcoming a total ascent of 2408.51 feet. The middle route to be 240.80 miles, overcoming a total ascent of 2380.53 feet.

It is not necessary that a minute calculation or criticism be here made, but it will answer my purpose to consider every 20 feet of elevation, as equivalent to one mile of level road in distance, leaving out any calculation for curvature, grades or descents.

Such data reduced would present the following result :

	Length in miles.	Agg. rise in feet.	Increase for elev.	Equated dis.	Est. cost of Double track.
Northern Route,	320.61	2408.51	120.42	461.03	\$10,867,952
Middle Route,	240.80	2380.53	119.03	359.83	8,845,240
Fav. of Mid. Route,	79.81	27.98	1.39	101.20	\$2,022,712

This great difference is conclusive in favour of the middle route in preference to the northern ; but Mr. Schlatter notices a reconnaissance of another northern route, passing up the West Branch of the Susquehanna, to a point near the mouth of Cush creek, thence by Mitchell's Summit, joining the middle route at the mouth of Two Lick creek, whereby a great reduction would be made in the elevation to be overcome, and in the grade, though at a greatly increased length of road. I regret that this route has not been surveyed, that we might have some reliable data on which to found a comparison with the Middle route, but with such facts as we possess, an approximate comparison may be made and would be as follows :

	Length in miles.	Rise in feet.	Inc. for elevation.	Equated dist.
Northern Route by Mitchell's Summit,	351.00	1350.00	67.50	418.50
Middle Route,	240.80	2380.53	119.03	359.83
Diff. in favour of Middle Route,	110.20			58.67
“ “ Northern “		1030.53	51.53	

The grades of this Northern route would not exceed 30 feet per mile for 258 miles, while the grades on the Middle route are not so favourable.

The cost of construction is not given, and it would be impossible to express a decided opinion between these two routes, though the *prima facie* evidence is strongly in favour of the Middle route, on account of the increased length of the other. Distance is a matter of great moment in the location of a railroad, and is variously estimated. It is a settled axiom, that no line of communication can charge more for transportation than would be proper on

the best located line between any two given points, for any length of time. The community will not pay for the faults or ignorance of companies, and in this country, a rival line would soon restore any inequality of charge. It is then evident, that any additional annual outlay arising from this increased length of road, may be considered as the interest of an equivalent amount of capital invested. The value of distance saved or distance lost, is dependent on several contingencies, among which may be named, the rivalry of other lines of communication; the tax an increased length of road will lay upon the trade and travel passing over the road; on the additional trade and travel resulting from this increased length of road; on the estimated cost of construction, repairs, &c. &c. of any two routes to be compared. But that you may have a general view upon this subject, we will assume the entire cost of a double track, cars, engines, buildings, &c. at \$30,000 per mile, the interest of which for one year at 6 per cent. would be \$1800—repairs and renewals of track, at \$600 per year. The cost of repairs and renewals of cars, engines, and buildings, salaries, &c. &c., will vary little from .75 of one cent per ton per mile, and estimating 200,000 passengers and 100 tons as the business of the proposed road, this item would amount to quite \$937 50. Summing up these three items, and we have an amount of \$3337 50, annual expense, or the interest of a capital of \$55,625, at 6 per cent. per annum: it therefore follows, that it would be economy to expend any amount less than \$55,625 on a route saving one mile in distance, *cæteris paribus*. In the case of Mitchell's Summit route, it must be cheaper than the Middle route by an amount of \$3,263,518 75 (\$55,625 X 58.67.) In connexion with this, the tax every additional mile imposes upon the trade and travel passing over the road is worthy of consideration, and in fact an important item. Assuming as above that the business of the road will amount to the transportation of 200,000 passengers, and 100,000 tons per year, and that this is forced over the Mitchell Summit route, there will be a tax of 2½ cents per mile for 58.67 miles, on 200,000 passengers, amounting to \$293,350, and 3 cents per ton per mile for 58.67 miles on 100,000 tons, amounting to \$176,010, making an aggregate of \$469,360, which is a bonus directly given to the rival lines, the Baltimore & Ohio Railroad and the New York & Erie Railroad, and eventually to a *properly* located line between the two points, thus

proving an assertion already made. What local advantages would result from the adoption of the Northern Route, I am not able to estimate. However, if I understand aright, the object of the friends of the proposed road, it is to strike by shortest and cheapest route the great western trade and travel, causing a greater portion of it to pass through this State and finding its exodus in this city. If such be their object, mere local advantages should not be permitted to interfere, when the direct interests of the road are at stake.

But here your second question is properly introduced, wherein you ask my opinion of "the feasibility of Mr. Schlatter's preferred route."

From a close perusal of Mr. Schlatter's reports, with a review of his map and profile, and from some experience on the Allegheny mountains, I do not hesitate to express my opinion in favour of the entire feasibility of his "preferred" route. So many thorough examinations (instrumental as well as by reconnaissance) have been made during the past fifteen years by distinguished and competent engineers, of the country from Harrisburg to Pittsburg, as to leave no doubt on my mind upon this subject; and my own opinion is strengthened by the expressed opinion of Lt. Col. S. H. Long, U. S. A., to me on this very point, in 1840, when it was ascertained by Mr. Schlatter, that he could cross the mountain with a grade of 45 feet per mile. That Mr. S. has selected the most proper route, I would not pretend to say. There are several routes richly deserving an examination; and as a matter of course, should the proposed road be carried out, every route will be thoroughly and satisfactorily examined; but I cannot doubt, that the Middle route is a fair approximation to the *correct* route. The difficulties of this road are confined to two sections. First, from Logan's Narrows to the Summit, and secondly, from the crossing of the Conemaugh river to the head waters of the Turtle creek. From the great range in the hands of the engineer, the first section could be endlessly modified, suiting his location to the means of the company. But the second section will require extensive surveys, as the road of necessity crosses the streams and ridges at right angles to their direction, thereby causing heavy bridges, embankments, and deep excavations.

Your next question is as follows: How "his (Mr. Schlatter's) estimates will compare with those of the present day, and whether deemed accurate, &c." To the latter clause

I would answer, that so varied are the forms of estimation, that an opinion could not with propriety, at this time, be given. I can but observe, that Mr. Schlatter has based his calculations usually upon the forms of Mr. B. H. Latrobe, Chief Engineer of the Baltimore & Ohio Railroad, a gentleman in every way qualified to establish correct theories or deduce proper formulas.

“How his estimates will compare with those of the present day,” is difficult to answer, for this reason, that the circumstances of location and the geological formation of the country, necessarily affect the cost of work. Such a road as that proposed, would have the advantages of passing through a rich, fruitful, and healthy country—easy of access, where all material used could be obtained at a low price, and where subsistence would be a minimum in cost. So that the cost of work on this road could not be compared with any other road not similarly situated. I have examined Mr. Schlatter’s list of prices, upon which he based his estimates. It is not the usual custom to have so many items, as more risk is generally placed upon the judgment of the engineer and contractor at the letting of the work, to avoid after trouble in the apportionment of quantities of the different material.

The cost of tunnelling is dependent entirely upon the material, and that varies greatly; likewise the cost of rock excavation. Masonry is dependent on the convenience of the quarries and character of stone; it is probable there would not be much difficulty on this road, for want of quarries or good building stone. Since 1842, I have had large quantities of grading done at from 6 to 8 cents per cubic yard for common excavation; and for common slate and detached rock, from 16 to 25 cents per cubic yard. This work was done where labour was very low, and under somewhat peculiar circumstances. “Otis’ Steam Excavator” could be used with great advantage in many excavations on such a road, and wherever used, the cost of work would be materially reduced. Responsible offers were made some three years since, to excavate common earth at 4 cents per cubic yard, to my personal knowledge. The greatest reduction in the cost of road will result from a definitive location. The surveys made are only preliminary, and when faithfully executed, a location always reduces the estimate. A revision of location may be estimated as worth fully 10 per cent.

Taking a view of all the items in Mr. Schlatter’s esti-

mate, I am fully of the opinion, that a reduction of 15 per cent. on the cost of graduation, masonry, bridging and superstructure (turnouts included,) can with perfect safety be allowed; but his allowance of 5 per cent. for contingencies is too low, and that I would raise to 10 per cent. Such a revision of his estimate would stand thus, assuming the Middle Route by the Kishacoquillas and the Black Lick:

Cost of graduation, masonry, bridging and	
superstructure, - - - - -	\$8,143,638
Deduct 15 per cent., - - - - -	1,221,546
	<hr/>
	\$6,922,092
Add for depots, water stations, engineering,	
land damages, - - - - -	280,400
	<hr/>
	\$7,202,492
Add 10 per cent. for contingencies, - - -	720,249
	<hr/>
	\$7,922,741

If Mr. Schlatter's estimates have been correctly made, and I know no reason to doubt them, the road could not cost over \$8,000,000.

Your last quere yet remains to be answered, "whether you would advise a temporary use of the Portage Railroad or any other deviations." I scarcely feel confident to give an opinion upon this subject, but would prefer to throw out some suggestions. The first thought presenting itself, is the great desirableness of perfecting a continuous line of railroad, such as the Middle route proposes, on which an equal amount of business can be done at the least expense, and in the shortest time. Should such connexion be made with the Portage Road, the difficulty and increased expense of the management of two roads is apparent, and such a situation could never be consented to by a body of stockholders, as a permanent establishment. But we might suppose the following circumstances which might render the use of the Portage Road advisable for a short time. In the first place then, the useful effects of the proposed connexion is desired as soon as possible, that the currents of trade and travel may be influenced by this new rival, that on the completion of the perfect line, the full effects would be the sooner felt and appreciated, and the larger returns made to the stockholders. Secondly, should

the company find themselves straightened for means, it might be well to make this connexion, at the same time proceeding with the construction of the road over the mountains, as their means would permit. The cost of the construction of the branch from Petersburg to Hollidaysburg would not be great, and it would be to the interest of the State, in the event of the company's constructing their own road over the mountain, to purchase that branch, as I am informed the only difficulty in the supply of water on the Juniata Division of the Canal, is from Hollidaysburg to a point near Petersburg. Should they decline making the purchase, it could be made profitable in the transportation of coal, iron, &c. On the western side of the mountain, by the adoption of the Conemaugh route, the expense of connexion would be a trifle.

In reference to any deviations from the line, I can but remark that this whole subject is comparatively open, and as before mentioned future surveys will probably develope several alterations.

Your queries are now answered to the best of my present information. The shortness of the time allotted me, precluded a more thorough analysis of several points. Such as it is, it is freely placed at your service. With my warmest wishes for the prosperity of Philadelphia and the State at large,

I remain your's respectfully,

JOHN A. WRIGHT, C. E.

G.

LETTER OF DUTILH & CO.

Philadelphia, June 25, 1846.

MR. HENRY C. CORBIT,

Chairman Penn. R. R. Com. of Councils:

DEAR SIR—In reply to your's of 23d inst. We forwarded for the West, via Chambersburg, in 1845, 404 tons merchandise; in 1846, 193 tons; via Cumberland, in 1845, 150 tons; in 1846, 260 tons. Very many more goods were offered to us, but it was impossible to obtain a sufficient number of wagons to carry the goods from Cumberland and Chambersburg to Pittsburg or Wheeling.

Last winter, the roads between Cumberland and Chambersburg and Pittsburg were completely blocked up with heavy snows during the winter, which caused merchandise to be detained a very long time, and at a very heavy charge

for wagonage. Either of those routes we ourselves could block up in one week, independent of all other transportation. A sufficient number of wagons cannot be obtained to carry goods from either of the above points. In addition to goods sent to Baltimore from our city, there are also during the winter months goods sent from Boston and New York to go by the Cumberland route, all of which would take our Pennsylvania railway were it in operation. Last February and March, our line could have sent 2000 tons merchandise over the Pennsylvania road had it been in operation; and if our road were completed, it would carry all the finer qualities of merchandise, and the canal would carry such merchandise as now goes via New Orleans. Perhaps were you to apply to the Erricson line and the Baltimore railroad line, you might ascertain in bulk the quantity carried during the winter for the Cumberland road. We do not receive any western produce by Cumberland, and very little via Chambersburg, the freight being too high. It is always held for canal.

Last spring a vast quantity of merchandise was detained, in consequence of the damage done to our canals by heavy freshets; and in consequence of the inability of that route, Cumberland and Chambersburg routes to carry the goods, a much larger quantity than usual was sent via New Orleans. The great rush of goods is in February and March, prior to opening of canals, which are not suited to our "go aheaditiveness." They are too old fashioned. The railroad *must* be made; and we would suggest the importance of completing the railroad to *Hollidaysburg*, and using Portage railway until continuous railway can be completed. That part of the railway will be of service to State improvements during the summer months, as at that time there is always a want of water this side of Hollidaysburg, and afterwards the balance of the route can be branched off at any point that afterwards might be selected to complete the road to Pittsburg (or Beaver, which would be the better terminus,) as the greatest difficulties in the Ohio are between Beaver and Pittsburg. Hoping that Councils may succeed in subscribing two and a half millions dollars to this indispensable road,

We are, very respectfully,

E. G. DUTILH & Co.

We only received 59 tons of produce via Chambersburg, from Pittsburg, in 1846.

H.

LETTER OF HARRIS & TUSTIN.

*Philadelphia, June 27, 1846.*H. C. CORBIT, Esq., *Chairman, &c.*

DEAR SIR—In answer to your inquiries under date of 23d inst., we inform you that we carried West last winter, previous to the opening of the canal, six hundred and seventeen tons of merchandise. We do not receive any thing from the West at that season of the year. There is a very large quantity of goods shipped West, via Cumberland, during the winter, by the western merchants themselves *on their own account*.

On account of the high price of carriage via Baltimore and Cumberland, and also via Chambersburg (so much of the distance being *wagon carriage*,) an immense quantity of goods is shipped via New Orleans at that season of the year, which could be secured to an inland route, if the terms were more favourable than those necessarily caused by *wagon carriage*.

Respectfully, your ob't. servants,

HARRIS & TUSTIN.

I.

LETTER OF JAMES M. DAVIS & CO.

Philadelphia, 29th June, 1846.

HENRY C. CORBIT, Esq.,

Chairman Com. of Councils on Railroad.

DEAR SIR—Your's of 23d inst., desiring statement of goods shipped and received by us previous to opening of canal, via Cumberland, has been received. In reply, we have to inform you, that we have done nothing directly by that route, but have in some instances forwarded goods on account of owners, but not having receipted for their delivery, we have no record of the weight. We presume, however, the amount would vary little from 50,000 lbs.

Amount forwarded to Pittsburg, via Cham-

bersburg, previous to opening of canal, 416,869 “

Amount of western produce received from

Pittsburg during the winter, and previous

to opening of canal, 397,386 “

We would here remark, that a considerable amount of merchandise has been forwarded by owners via Cumber-

land, and not receipted for by any line from here ; which information you can obtain from B. & W. R. R. Co., and from Erricson line. When business becomes brisk, from the latter end of February and beginning of March, wagon carriages are generally advancing at Chambersburg and Cumberland. Merchants prefer shipping at their own risk, in preference to paying what would induce the lines to receipt for. This may in some measure account for the amount being large sent by owners.

Very respectfully, your's,

JAMES M. DAVIS & Co.

J.

LETTER FROM BINGHAMS, DOCK & STRATTON.

June 24, 1846.

HENRY C. CORBIT, Esq.,

Chairman Committee of Councils.

DEAR SIR—In reply to your inquiry : We sent from the close of navigation (canal of last year,) to the opening of canal the present year, 692,847 lbs. of goods that we receipted for to Pittsburg and Wheeling, via Cumberland, and sent for our customers a large quantity that we kept no account of, as we gave no receipts, because of the high price of wagoning from Cumberland.

Your's, very respectfully,

BINGHAMS, DOCK & STRATTON.

K.

LETTER FROM W. H. GATZMER, WITH STATEMENT OF TRANSPORTATION AGENT OF CAMDEN & AMBOY RAILROAD CO.

Philadelphia, June 25, 1846.

MR. CORBIT.

DEAR SIR—Enclosed I send you a memorandum made up by our transportation agents, and who are much better prepared to give information upon that subject than myself, and who have since your note was received, given the subject their closest attention.

Should there be any thing else in which I could be useful to you, be pleased to command me.

Very respectfully, your obedient servant,

W. H. GATZMER.

Philadelphia, June 25, 1846.

The amount of produce and merchandise from the West, that finds its way to Philadelphia via Cumberland, is extremely small in proportion to the whole trade from that quarter. The whole tonnage both ways, by that route, will probably not exceed 25,000 tons per annum; one-fifth of which is from the east, and passes through Philadelphia. The great bulk of freight from the eastward, passing over the Baltimore and Ohio Railroad for the West, is shipped to Baltimore by sea; and that is the channel also for goods from the West. Philadelphia has not heretofore, and doubtless will not hereafter receive much benefit from the trade of this route. Baltimore is tapping her at one end, and New York at the other. A direct and undeviating communication between Philadelphia and Pittsburg, that could be depended upon at all seasons, would necessarily draw much from the lake routes, and do much towards breaking up the present mode of shipment via Baltimore. The increase from this source alone is estimated at 50,000 tons per annum. This will not be considered an overestimate, when we find the New York canals doing a business of 500,000 tons per annum, or during a period of nine months. Many now ship by way of New York, who prefer the Pennsylvania route, and could not be induced to ship by any other, were it not for the occasional uncertainty attending the Pennsylvania Canal, &c.

L.

STATEMENT OF MR. TRAQUAIR.

CITY COMMISSIONERS' OFFICE,
Philadelphia, July 1, 1846.

HENRY C. CORBIT, Esq.,

Chairman of Joint Special Committee, &c.

SIR—The City Rental for the year Eighteen Hundred and Forty-five, amounted to *Sixty-three Thousand Five Hundred and Ninety-one Dollars and Thirty-eight Cents*, as per my Report to Councils in January last.

Respectfully submitted,

AD. TRAQUAIR, *President.*

M.

STATEMENT OF MR. FRALEY, PRESIDENT OF THE GAS WORKS.

Philadelphia, June 30, 1846.

H. C. CORBIT, Esq.,

Chairman of Joint Committee of Councils.

DEAR SIR—In reply to your note of the 29th, I have the pleasure of stating as follows in regard to the interest the City has now in the Philadelphia Gas Works, and the productiveness of that establishment.

First. There have been expended for Buildings, making Street Mains, Meters, Public Lamps, and Service-Pipes, to July 1, 1846, \$660,000

Second. The whole amount of Gas Loans, \$600,000
The amount of the Gas Sinking Fund, July 1, 1846, is about 210,000

Real Gas Debt, July 1, 1846, \$390,000
Balance in favour of the City, being the difference between the Gas debt and the cost of the works, said works being all in good order, 270,000

By existing Ordinances the price charged for Gas is to be so regulated, that the profits shall be first, 8 per cent. on the amount of the Gas loans, or \$48,000

Second, the sum of \$30,000 for enlargement of the works, and extraordinary repairs or renewals, 30,000
\$78,000

Third. The interest on the Gas loans is
6 per cent. on \$475,000, \$28,500
5 per cent. on 125,000, 6,250 34,750

Which leaves the net annual profit, \$43,250

But \$210,000 of the Gas debt has been by the operation of the Gas Sinking Fund actually paid, and by adding the interest annually saved thereon, say at $5\frac{1}{2}$ per cent. per annum, or \$11,550, to the net annual profit, as before shown, we have \$54,800 per annum as the real value of the Gas Works to the City.

Your's truly,

F. FRALEY.

N.

STATEMENT OF MR. RUSH, REGISTER OF THE WATERING
COMMITTEE.OFFICE OF THE WATERING COMMITTEE,
City Hall, June 29th, 1846.

To HENRY C. CORBIT, Esq.

DEAR SIR—The amount paid into the City Treasury
last year for Water Rents, was \$92,226 79.

With great respect, your obedient servant,

SAMUEL W. RUSH,
Register Watering Committee.

O.

STATEMENT OF MR. SMITH, TREASURER OF THE GIRARD FUND.

Philadelphia, July 1, 1846.

To H. C. CORBIT, Esq.,

*Chairman of Special Committee of Councils.*DEAR SIR—The cash received for rent of Girard Real
Estate in the City and County of Philadelphia, in 1845,
was \$87,270 61

Less, Repairs and Alterations to same, 14,710 02

Leaving net income, \$72,560 59

Respectfully, your's truly,

CHARLES S. SMITH,
Treasurer Girard Fund.

P.

STATEMENT OF MR. STEVENSON, CITY TREASURER.

CITY TREASURER'S OFFICE,
*June 30th, 1846.*HENRY C. CORBIT, Esq., *Chairman, &c.*DEAR SIR—The amount of the City debt on 1st January,
1846, was (exclusive of \$600,000 Gas debt) as follows,
viz.At six per cent., \$ 120,000
At five per cent., 2,390,500Total, \$2,510,500

The Sinking Fund on same day consisted as follows:

State of Pennsylvania	5 per cent. loan, par value,	\$122,881 58
Do.	6 " " " "	40,300 00
City,	5 " " " "	192,000 00
Do.	6 " " " "	5,300 00
Schuylkill Navigation Company	Stock, 155 shares par,	7,750 00
West Philadelphia Canal Stock,	"	5,000 00
Do. " Loan,	"	5,000 00
Philadelphia Steam Tow Boat Company,	"	7,500 00
Schuylkill Permanent Bridge Company,	\$3,940 00	
	Paid off,	2,403 40
		<hr/>
		1,536 60
To credit of account in General Ledger,		64,907 68
		<hr/>

Very respectfully, your's, &c.

C. STEVENSON, *City Treasurer.*

Q.

LETTER OF JOHN DOUGHERTY.

Lancaster, June 29, 1846.

A. S. ROBERTS, Esq., *Chairman Sub-Committee.*

DEAR SIR—Your's of the 24th was duly received, and would have been answered sooner, but I was absent the greater part of last week.

I considered Mr. Schlatter's estimate about fair at that time. Labour is about the same now—produce lower—and taking all together, I have no doubt the work can be completed at the estimate.

As to the route, there appears to be no difficulty in my mind but it is practicable; but for the present I would take in the Portage Railroad for a link.

Mr. Schlatter's estimate is for about the same prices as the Commonwealth paid at that time for all kinds of work.

Respectfully yours, &c.

JOHN DOUGHERTY.

R.

LETTER OF MICHAEL MALONE.

Lancaster, June 29th, 1846.

A. S. ROBERTS, Esq., *Chairman Sub-Committee.*

DEAR SIR—Your communication of the 24th instant, in relation to the "Central route," has been duly received;

and after a careful examination of Mr. Schlatter's Estimate and Report, I have no hesitation in stating as my opinion, that the "Central route," or that through the valley of the Juniata, can be constructed for the sum set down in the estimate referred to, or at most will differ in but little from it.

The prices of provisions control in a considerable degree the rates of wages, and these the prices for which work can be done. It is a very difficult matter to estimate the *exact* cost of the various items of excavation. So much depends on circumstances; on the nature of the location; on the quality of the materials; on the distance the same is to be removed; on the rates of wages; and on many other matters, which render it nearly if not altogether impossible to arrive, by way of an estimate, at the exact amount. But under ordinary circumstances, and with the present prices of provisions in view, I am induced to consider Mr. Schlatter's a fair and reasonable estimate.

In relation to estimate of the superstructure, Mr. Schlatter's will be found to approach very closely the *actual* cost of the same on other roads, both in Pennsylvania and out of it. In constructing bridges or viaducts, the prices are in some degree regulated by the convenience or inconvenience of procuring materials; and not having been over the route, I am unable to say more, than that the estimates for bridges (being included in the general one of grading,) no doubt have been prepared with Mr. Schlatter's usual care, and so may be relied upon. The cost of excavating the various tunnels on the proposed route will depend on two things, the quality of the materials and the length of the tunnels. Mr. Schlatter's estimate of prices for tunneling is very near the same I have seen given for work of that kind. I finished a tunnel of between 1600 and 1700 feet, at \$4 per cubic yard. This is Mr. Schlatter's maximum price.

Very respectfully, your's, &c.,

MICHAEL MALONE.

S.

LETTER OF ANDREW YOUNG.

Philadelphia, June 27, 1846. 260 Pine St.

A. S. ROBERTS, Esq., *Chairman Sub-Committee.*

DEAR SIR—Your note of the 24th, asking my opinion of

the estimate made by Mr. Schlatter for constructing a railroad from Harrisburg to Pittsburg, was duly received.

I find by Mr. Schlatter's Report, that he has given a very full statement of the different kinds of earth, slate, and rock that the bed of the road may be composed of, with the prices per cubic yard affixed to each item. He omits giving the details of the superstructure, but gives it in a round sum of ten thousand dollars per mile.

To come at a fair estimate of the superstructure, I have taken a rail of sixty pounds to the yard, delivered along the line of the road, at the points where wanted, at sixty-five dollars per ton, the superstructure to be sills bedded on broken stone, or a continued rail. He has not made any statement of the price of bridging, in his Report. However, I take it for granted he has fixed such prices as will correspond with the rest of the work.

Therefore I feel no hesitation in stating, when the road is located, the whole of the line can be let to responsible contractors for 10 per cent. less than the prices specified in Mr. Schlatter's Report. *I will guarantee* (when the company is prepared,) to enter into a contract for twenty-five miles of the road, at the reduction stated above.

Your's, respectfully,

ANDREW YOUNG.

T.

LETTER OF ALLAN CAMPBELL.

White Plains, June 29, 1846.

ALGERNON S. ROBERTS, Esq.

SIR—Your letter of the 26th inst., requesting my opinion in relation to estimates for the Harrisburg & Pittsburg Railroad, has just reached me.

On looking over the list of prices assumed in the estimate of Mr. Schlatter, I do not hesitate to say, that they will generally be found ample at the present day, and that probably such work might now be performed at reduced rates. My experience, however, has taught me that an estimate should be made with full and ample prices. It is not this which engineers generally underrate—it is the *quantity* of work to be done, and the entire omission of many items which cannot be foreseen, and which only develop themselves in the progress of the work.

That part of the Harlem Railroad at which we are now engaged, was put under contract last October;—the grading is now nearly completed, and the work will be done without failure on the part of the contractors, though probably with very small profit to themselves.

The following is a list of contract prices. They in all cases cover the cost of hauling, which on the whole distance will average 800 feet.

Common excavation,	9 to 14 cts. per cub. yd.—Average, 11 cts.	
Loose rock,	20 to 40 “ “	30
Solid rock,	55 to 80 “ “	65
Masonry of Culverts, laid dry,	\$1 50 to \$2 50	\$2 00
Do. of Bridges, “	2 50 to 3 50	3 00
Do. of “ in cement,	3 30 to 5 50	4 00
Wooden Bridges for single track, from 80 to 160 feet span,	\$15 per foot.	

The “common excavation” is generally sand and gravel, easily excavated. The rock of this region is a very hard stone of primitive formation. I regard the above prices for rock as too small. The masonry is of good substantial quality, and intended to be permanent.

A very considerable item in the cost of a railroad is a proper preparation of the road bed for the reception of the superstructure. In this climate from two to three feet of the road bed should consist of pure sand, gravel or broken stone; in no other way can the track be kept in order, or immense outlays for repairs avoided. If the natural earth does not answer, it should be removed, and replaced by the proper material. This is the course pursued on this road; but here fortunately we have an abundance of good gravel.

The following estimate of one mile of superstructure of the Harlem Railroad, may prove some guide in making up the cost of your road, by altering prices to suit localities. This is what the track will actually cost, being made out at contract prices, and most of the materials being now delivered on the ground.

The superstructure consists of hemlock bed sills 3 x 10 inches, on top of which are placed chestnut or white oak cross-ties 6 x 8 laid two and a half feet apart from centre to centre; on these rests the iron rail weighing 60 lbs. per yard, confined at the joints in a cast iron chain weighing 18 lbs. by oak wedges. Extra cross-ties are laid at the joints of rails.

Estimate—one mile.*

32,400 ft., board mea., bed sills, at \$16 per thousand,	\$518	40
2,400 cross-ties,	30 cts.	720 00
12,672 lbs. cast iron chairs,	2¼ "	285 12
8,052 lbs. spikes,	4½ "	362 34
1,300 oak wedges,	2½ "	32 50
94 tons iron rails,	\$90,	8,460 00
Laying track,		500 00
Notching rails, and incidental expenses,		121 64
	Per mile,	<u>\$11,000 00</u>

The whole cost of the 26 miles now under contract may be thus stated :

Grading, masonry and bridging,	\$190,000
Right of way,	46,000
Fencing,	25,000
26 miles railway, at \$11,000 per mile,	286,000
Engineering,	13,000
Water stations, &c.,	13,000
	<u>\$573,000</u>

Or \$22,000 per mile.

This is for a single track road through an easy country ; but the cost of right of way and iron is very great ;—the whole road is also to be fenced, which would not be necessary over your mountains.

I have estimated the whole cost of the Harlem Railroad,

* 32,400 feet bed sills, at	\$9 25	\$299 70
2,400 cross-ties,	25	600 00
12,672 lbs. cast iron chairs,	02¼	285 12
8,052 lbs. spikes,	05	402 60
1,300 oak wedges,	02½	32 50
94 tons iron rails,	72 00	6,768 00
Laying track and incidentals,		621 64
		<u>\$9,009 56</u>

The above estimate is for a road laid with the same materials, and in the same manner as the Harlem Railroad, but adopting the prices paid for material by the Harrisburg Railroad Company. The form of construction of the latter road is cheaper than the former, making a still further reduction of near \$1,800 per mile. The iron for the Harlem road was engaged some years since at the high cost (delivered) of \$90 per ton.

when completed to Albany, at \$25,000 per mile, some parts of the remaining distance being more expensive than the 26 miles above estimated.

The country through which the road (the Harlem) will run, is remarkably favourable—the grades not exceeding 35 feet per mile, and curves of not less 2,000 feet radius.

I know so little personally, of the country along your proposed road, that I cannot offer any opinion or suggestions in relation to it. I have judged that I might best subserve your purpose, by laying before you some facts connected with a long-railroad, about one hundred and fifty miles, constructed under my own direction, which are matters of experience and not speculation.

With my best wishes for the success of your great project,

I am sir, very respectfully,

Your obedient servant,

ALLEN CAMPBELL,

Chief Engineer Harlem Railroad.

U.

LETTER OF MR. YEAGER.

Philadelphia, July 1st, 1846.

A. S. ROBERTS, Esq.,

Chairman Sub-Committee, &c.

DEAR SIR—Enclosed I send you the actual cost of materials and constructing one mile of continuous bearing railway, as constructed by the Harrisburg & Lancaster Railroad Company; the materials with the exception of the iron can be purchased at the price set down.

Your's very respectfully,

JOSEPH YEAGER,

*President Harrisburg, Portsmouth,
M. J. & Lancaster Railroad Co.*

Actual cost of materials and constructing one mile of continuous railway, single track, with white pine or hemlock string pieces, not less than 24 feet long and 8 x 10 inches thick—white oak cross-ties 6 feet long by 8 x 2½ in., laid with T rail 50 lbs. to the yard, in bars 18 feet long, viz. :

*74800 feet hemlock or pine string pieces, at \$9 25,	
bd.	\$691 90
8800 cross-ties, white oak, at \$12,	105 60
586 $\frac{2}{3}$ chairs, 14 lbs. each, 8214 lbs. at 2 $\frac{1}{4}$ cts.,	184 71
2053 lbs. of spikes, 2 $\frac{1}{2}$ to the lb., at 5 cts,	102 65
1000 locust pins to splice timber, at 3 cts,	30 00
6 barrels of gas tar and hauling,	10 00
Hauling and distributing timber on road,	30 00
	<hr/>
Cost of material on road,	\$1184 86
Cost of workmanship and construction,	400 00
78 $\frac{1}{2}$ tons railroad bars, 50 lbs. to the yard, 18 feet long, delivered at Harrisburg, at \$72,	5652 00
	<hr/>
Whole cost of one mile,	\$7236 86

* The timber is estimated by board measure, at so much per 1000 feet.

V.

OPINION OF COUNSEL,

As to the Right and Authority of the Corporation of Philadelphia to subscribe to the Stock of the Pennsylvania Railroad, and to raise money, by loan or otherwise, to meet the subscription and the interest thereon.

We have considered the question submitted to us, with the care which its importance seemed to demand, and with all the deliberation which the time allowed to us would permit.

We understand that the Pennsylvania Railroad is intended or expected to furnish a method of communication with the West, by means of which the expense and time of transportation of merchandise and produce to and from that extensive region, will be materially reduced, and the trade and welfare of Philadelphia thereby greatly enlarged and advanced; and that it is apprehended that if this method of communication be not adopted and completed, the traffic with the West will be diverted to other cities, to the great impoverishment and decline of Philadelphia.

Such being the actual, and it is said well founded opinions and apprehensions, entertained and expressed by many in this community, the question proposed to us is, whether the legislative authorities of this city, if they should believe those opinions and apprehensions to be well founded, possess the power to assist in the construction of

this railroad, by subscribing to its stock, and by raising money upon loan, to pay the amount of it subscription.

The powers of all corporations, whether private or municipal, are undoubtedly derived from their charters or constitutions, and must find there, their true limit and boundary. Yet, in a question of the construction of such charters, a marked distinction is apparent to the mind and has been recognized by authority, between the rules applicable to such a corporation as the City of Philadelphia, and those which would be suitable in the case of a private association for limited and personal objects. The language of Lord C. J. Holt, in the case of the *City of London v. Wood*, (12 Mod. Rep. 686,) is worthy of being cited in this connexion :

“We must consider the City of London as all other great towns are to be considered—a great community that have a legislative power entrusted to them for their better government, and can make laws to bind the property of those that live in that city or precinct, and also of all strangers whatsoever that come within the limits of their jurisdiction; and it was necessary and convenient they should have power for the support of their government; and it is so in all countries and forms of government whatever, whether monarchy, aristocracy or democracy, or whatever order of government it be; for the supreme jurisdiction cannot have leisure to inspect into the small matters that concern the whole order and regulation of matters within that society or community, as they that are members of it shall.”

In the recent argument before the Supreme Court of the United States, upon the question of the rights and power of the City of Philadelphia under the will of Mr. Girard, it was maintained at the bar, and seems to have been the doctrine of the court, that “the City of Philadelphia is a great commonwealth; and the powers of the corporation for her good and the good of her citizens, are under no restraint but that of not violating the constitution and laws of the State.”

The act of incorporation, then, in which we are to look for the source of legislative power in the city, was passed on the 11th of March, 1789. The preamble recites that, “Whereas the intention of civil government is to provide for the order, safety and happiness of the people; and where the general systems and regulations thereof are found to be ineffectual, it is the duty of the legislature to remedy the defects. And whereas the administration of

government within the City of Philadelphia, is, in its present form, inadequate to the suppression of vice and immorality, to the advancement of the public health and order and to the promotion of trade, industry and happiness; and in order to provide against the evils occasioned thereby, it is necessary to invest the inhabitants thereof, with more speedy, vigorous and effective powers of government, than at present established."

And the 16th section, which contains all that is material to the present inquiry is in these words:

"The mayor, recorder, aldermen and common councilmen, in common council assembled, shall have full power and authority to make, ordain, constitute and establish such and so many laws, ordinances, regulations and constitutions (provided the same shall not be repugnant to the laws and constitutions of this commonwealth) *as shall be necessary or convenient for the government and welfare of the said city*; and the same to enforce, put in use and execution by the proper officers, and at their pleasure to revoke, alter and make anew, as occasion may require."

The act of 1789 having been avowedly passed to supply defects and remedy inconveniences in the preceding charter, it will assist our understanding of the intention of the legislature, to turn back to the preceding constitution of the city, which is found in the charter of William Penn granted on the 25th of October, 1701.

In this instrument the proprietor declares that for the more immediate and entire *government* of the said town and *better regulation of trade therein*, he has erected the same into a city; and the general powers of government are granted in these terms:

"And to make and ordain such and so many good and reasonable laws, ordinances and constitutions (not repugnant to the laws of England and this government) as to the greater part of them at such common councils assembled, shall seem *necessary and convenient for the government of the city*."

The difference between the powers granted by this charter and those conferred by the act of 1789, is too manifest to require remark.

It seems to have been the intention of the framers of the last charter to confer in concise, but explicit language, plenary power to make all such laws as the municipal authorities might consider "*necessary and convenient for the government and welfare*" of the city; and we cannot

doubt, looking to the language of this act, that the Councils who have succeeded to the mayor, aldermen and councils of that day, have derived from it abundant power to grant pecuniary aid and assistance to any reasonable undertaking which has for its object "the promotion of the trade, industry and happiness" of the citizen.

The language of the present Constitution of the United States, which was adopted a short time before the act of 1789, being very similar to that which we have just cited, it may not be inappropriate to quote here the remarks of Judge Story in his Commentaries (vol. 2, page 443.)

"The terms '*general welfare*' were doubtless intended to signify more than was expressed or implied in those which preceded, otherwise numerous exigencies incident to the affairs of the nation, would have been left without a provision. The phrase is as comprehensive as any that could have been used," &c. "It is of necessity left to the discretion of the national legislature to pronounce upon the objects which concern the general welfare, and for which, under that description, an appropriation of money is requisite and proper."

That this has heretofore been considered the true construction of the Act of 1789, appears from numerous ordinances and other public documents to which we have been referred; among which may be mentioned a subscription nearly fifty years ago, on the part of the City to the stock of "The Permanent (or Market street) Bridge;" a similar subscription in 1818, of 500 shares in the stock of the Schuylkill Navigation Company, and the establishment of an ice-boat to improve the navigation of the Delaware; for the latter of which, a loan of \$70,000 was authorized.

It has been supposed, however, we understand, that an act of the legislature, passed on the 2d of April, 1790, supplementary to the act of incorporation, restrains the power of the city legislature within narrow limits. That Act provides that the Mayor and Council shall have power to make such laws and ordinances as shall be convenient and necessary for the assessment and levying of taxes upon the estates, real and personal of the inhabitants of the city, "for the purpose of *lighting, watching, watering, pitching, paving, and cleansing the streets, lanes and alleys of the said city,*" from which it is inferred that the power of taxation is limited to these objects. We think that, if such an opinion is entertained, the scope and design of the act are misunderstood. The preamble recites that the

power of appointing collectors of taxes, &c., was formerly vested in the city assessors, which functionaries no longer exist, and that it would be convenient to invest the existing city "authorities with the" power of legislating, estimating and "raising taxes, so far as respects the lighting, watching, pitching, watering, paving and cleansing the streets, *unrestrained by any of the said existing laws relative thereto.*" On recurring to the earliest of the acts by which the board of assessors was established, it will be seen that the power of taxation thereby given, not only embraced the objects of paving, watching and lighting the city, but was expressly declared to extend to "other uses for the public service and benefit of the said city." (Act of the 7th of June, 1712.)

The whole bearing of the Act of 1790 upon the question before us, seems to be this: The act recognized the existence of certain laws which had the effect of restraining the legislative power of the corporation, established by the Act of 1789, in respect to certain matters of police regulations; and it declared those restraints to be inconvenient and abolished them.

If, indeed, the Act of 1790, or any other act of the legislature, is understood to limit the powers of the corporation within such narrow bounds as these, we are at a loss to understand upon what principle the legislation of the city has been conducted since that date, when we find in almost every year, instances of taxation for purposes not included in this category.

Such is the view which we are disposed to take of the question submitted to us; looking at the rights, powers and duties of the corporation, as they stood under the Acts of 1789 and 1790.

This opinion is greatly strengthened by a consideration of the circumstances in which the city is now placed, and which did not exist, at least to any considerable extent, at the period of those Acts.

Under the Will of Mr. Girard, the City of Philadelphia, in its corporate character, is now the owner of a large number of dwelling houses and stores, situate within the limits of the city, the rental of which is at present applicable to the main purposes for which the corporation was established; and in proportion to the amount of such rental, ought the burthen of taxation upon the inhabitants of the city to be reduced.

Now it is evident that whatever increases the trade and

commerce of Philadelphia, will tend in the same degree to increase the value of the city property, as well as that of individual citizens, and to enlarge the rental of the city; and consequently to furnish the means of promoting the good government and welfare of the people.

If the City, as a corporation, has the right to take and hold this large amount of real estate, which (if there could be any reasonable doubt about it) was established by the Supreme Court of the United States in the case to which we have already alluded, it would seem to follow that, as such proprietor, if for no other reasons, they, like other corporations holding real estate, would have a right to assist by subscription and otherwise, the progress of undertakings which afford a reasonable promise or prospect of increasing the value of their property.

It may be added that the act to incorporate the Pennsylvania Railroad Company expressly declares that it shall be lawful for "all bodies politic and corporate" to become subscribers to the stock; and that the act of April 4th, 1796, which was passed to render the charter of the city "more similar to the frame of the government of the commonwealth," vested the whole legislative power of the corporation in the Select and Common Councils.

We are not insensible to the suggestions which may be derived from the possible abuse of powers of so much breadth and magnitude, as we have supposed to belong to our municipal authorities. In regard to the expediency of exercising the power in question, in this case, it is not our province to make a remark; but in respect to the general subject, we may be permitted to repeat, what has often been urged on similar occasions, that where power is explicitly granted, its liability to abuse is not a legitimate argument against it, and this especially under institutions like ours, where through the process of annual elections, the exercise of legislative powers is perpetually undergoing the revision of the people.

For the reasons which we have above stated, we are of opinion that the corporation of Philadelphia has the right and authority to subscribe to the stock of the Pennsylvania Railroad, and to raise money by loan or otherwise to meet the subscription, and the interest thereon; and that further legislative action is not necessary to carry the same into effect.

T. I. WHARTON,
T. M. PETTIT.

June 30th, 1846.

Having considered the question proposed to us, and had repeated conferences with Mr. Wharton and Mr. Pettit in the progress of their investigations, I concur in the above opinion.

JOHN SERGEANT.

Philadelphia, June 30th, 1846.

APPENDIX, No. LIX.

The undersigned being unable to concur in the views of the majority of the Committee, who have recommended a subscription of two and a half millions of dollars by the City to the Central Railroad, desire to submit to Councils in very few words, some of the grounds of their dissent.

It appears now to be tolerably well settled, that the Central Railroad is not to be made, unless the City of Philadelphia undertakes it, and takes at least one half, but probably much more than one half, of the stock.

Of the four thousand and odd persons who are so ready to place upon the City the burden of the debt which they have memorialized Councils to contract, only some three or four hundred have been found willing to prove their own faith in the success of the road, by subscribing to the stock. About eight hundred thousand dollars is the whole amount which has been subscribed up to the date of the Committee's last meeting.

In this state of facts, without the most ample aid from Councils, the corporation cannot even be called into existence, inasmuch as two and a half millions must be subscribed before letters patent can be issued. The City then, is to call the Company into existence:—but what else is she to do? Let us see what is to be the cost of the road itself.

As reference is made from all the quarters consulted by the Committee, to Mr. Schlatter's Report, let us refer to it for this purpose.

According to Mr. Schlatter (see report at pp. 34, 268, and 280,) the cost of a road by his preferred middle route, is for a road "graded for double track, with single track laid," \$9,496,709.—To find the cost for a double track laid, the expense of the superstructure must be added,

which Mr. S. gives (at p. 268,) as \$2,295,000, leaving out his estimate for turnouts and passing-places. The addition of these two sums gives \$11,791,709, as the cost of a road with a double track laid;—in round numbers, \$11,800,000. This however is the mere cost of the road itself: the expense of locomotives, cars, and all the machinery and appliances for working the road must be added. Mr. Schlatter's estimate, p. 316, of the expense of each engine and car, fixes the amount of outlay necessary for this purpose as \$624,500, which added to the cost of a double track road, above given, makes the whole expense \$12,416,209, or in round numbers, TWELVE MILLIONS AND A HALF OF DOLLARS.

If this road is to compete successfully with its great rivals on the North and South, it is idle to suppose that less than a double track will suffice, and therefore the cost just given must be regarded as the *first cost* of the road according to Mr. Schlatter's estimates.

Now since it may be taken as a postulate, that if Councils subscribe the proposed two and a half millions, they must finish the road, if more money should be wanted; and since the most ardent friends of a subscription by the City are probably unwilling to invite these Councils to contemplate an ultimate subscription of seven or eight millions in addition to the two and a half to be first subscribed, the present policy appears to be, to present to the public regard a road of much less expense,—say not more than five or six millions. This is accomplished, by proposing the use of the State Portage Railroad over the Alleghenies, with its numerous inclined planes, and stationary engines.

The undersigned, however, regard this course as merely an expedient designed to disarm the objections of the prudent. When the Portage Railroad shall have been used, its slow and uncertain operation will be found to be altogether behind the spirit of the age, and it will then be thought absolutely necessary to finish the road upon its original scale, and in the manner demanding the expenditure estimated by Mr. Schlatter. And the City will probably then be told, that if she would make her original subscription really valuable, she must increase it and finish the road.

But the charter of the company does not give the power of using the State Portage Railroad, and we must resort to further favours from Harrisburg before this can be done. And since confidence in the legislature of the common-

wealth is an indispensable element in the suggested arrangement, is the City of Philadelphia ready to make the venture upon such a trust?

But the undersigned are opposed to a subscription to any extent by the City, on principle. They regard the calling into existence of a great railroad corporation by the power and money of this city, as an utter deviation from her true policy.

The City of Philadelphia is now asked to undertake what Boston has not done,—what New York has not done,—what the cities of the District of Columbia did, almost to their ruin,—and what Baltimore has done to the overthrow of her corporate credit and honour.

The corporation of this City is asked to engage in a great work of internal improvement, which those most ardent in promoting find themselves unable to make sufficiently attractive to private capital even to begin.

Why is it that private capital is not ready to make this work? It has completed the Reading Railroad: It is enlarging the Schuylkill navigation. We refuse to believe that it is because private capital is *wanting*. Distrust, in some shape, must lie at the foundation of this reluctance.

We have said, that we regard the proposed subscription as a deviation from the City's true policy, which is doubtless to promote trade, by offering all reasonable facilities to it within its limits, but which is not to embark as a partner to the extent of at least one half, but probably of very much more, in a great enterprise whose point of establishment nearest to the City, is more than one hundred miles distant from it. We speak of its policy. As to the *power* of the City to do this, and to borrow money for the purpose, and to tax for the payment of the money thus borrowed, the counsel whom the Committee have on the present occasion selected, have affirmed it, and the undersigned desire to say nothing further at present upon that point.

The result of the opinion referred to seems to be, that the City's power of taxation is absolute and unlimited, though exercised to build a railroad wholly without the corporate limits of the City. It will be for the loanholders who will be called upon to trust to this doctrine, to satisfy themselves of its soundness.

We believe that the City, in undertaking this immense work of properly *State* improvement, will leave the quiet orbit in which she has hitherto revolved, to rush into a

wild and eccentric path in which she was never destined to move. She is to become the principal proprietor of a great highway of the State, and to control it to her interests. But will the people of the State at large submit to this? Has the legislature of the State, of late years, shown no distrust or jealousy of the City of Philadelphia, cautious and respectful of the rights of others as she has hitherto been?

The charter of the railroad company has provisions which themselves are not without their warning. In the 1st section of the supplementary act passed on the same day with the charter, and virtually forming part of it, the legislature reserves to itself "the right to pass such additional laws *as may be deemed expedient*, in furtherance of the objects contemplated by said act, and for the better enforcement of the provisions thereof."

If the road is made through the aid of the City, it will be as well for the benefit of the districts and of the county as for that of the City, and for that of the interior of the State as of both—all these are to share the benefits,—but the narrow strip between Vine and South streets is alone to bear the burden; for the undersigned have had no reason to believe that any of the districts are about to subscribe to the road.

The undersigned are far from opposing the construction of the Central Railroad, but they believe that this, like every other private undertaking, should be made by private capital, and not by coercing the property of the citizens of Philadelphia into the enterprise.

The Committee having adjourned at 2 o'clock this afternoon, the undersigned have had only a very short time to throw their views into this meagre shape; but they are unwilling to let the Report and Resolution of the majority of the Committee go into Councils, without at once recording their opposition to the proposed measure.

JOHN P. WETHERILL,
HORACE BINNEY, JR.

July 2, 1846.

APPENDIX, No. LX.

To the Select and Common Councils:

The Joint Special Committee upon the subject of the Pennsylvania Railroad Company

REPORT—

That they have progressed with as much dispatch as possible in ascertaining “the number of Taxable Inhabitants in the City, designating those who pay taxes on Real Estate.” For this purpose, application was made to the Collectors of Taxes, two of whom have not yet made returns to the Committee. At the next meeting of Councils, the Committee hope to be able to make a complete answer to the information demanded by the resolution.

Since their former Report, the Committee have received an additional letter from S. Moylan Fox, Civil Engineer, which they subjoin.

As the labour requisite to procure the information called for will involve some expenditure, and the professional services of counsel must be paid for, the Committee ask for an appropriation of Five Hundred Dollars, and annex a Resolution to that effect.

Philad., July 16, 1846.

HENRY C. CORBIT, *Chairman*,
ALGERNON S. ROBERTS,
EDMUND A. SOUDER,
BENJAMIN ORNE,
A. J. LEWIS,
ROBERT TOLAND,
JAMES J. BOSWELL,
HORACE BINNEY, JR.,
EDMUND WILCOX,
ISAAC ELLIOTT.

Resolved, That the Committee on Finance be directed to pay to the order of the Chairman of the “Joint Special Committee upon the Pennsylvania Railroad Company” the sum of Five Hundred Dollars, and charge the same to item “Miscellaneous Expenditures and Contingencies.”

LETTER FROM S. MOYLAN FOX.

Bear Gap, July 1st, 1846.

A. S. ROBERTS, Esq.,

Chairman of Sub-Committee, &c.

I send you a comparative statement of the different routes from the Lakes to the sea-board :

		HIGHEST GRADE.
From Cleveland to Philadelphia via Central Railroad,	Miles, 466.32	45
From Cleveland to Baltimore via Baltimore and Ohio Railroad,	Miles, 467.00	84
From Cleveland to New York via Central and Camden and Amboy Railroad,	Miles, 551.32	45
From Cleveland to Philadelphia via Sunbury and Erie and Reading Railroad,	Miles, 555.00	66
From Cleveland to New York via N. York and Erie Railroad and Lakes,	Miles, 643.00	60
From Cleveland to Boston via Albany and Buffalo and Western Railroad and Lakes,	Miles, 731.00	80
From Cleveland to New York via Albany and Buffalo Railroad,	Miles, 677.71	60
From Erie to Philadelphia via route from Erie to Pittsburg and Central Railroad,	Miles, 445.00	45
From Erie to Philadelphia via Sunbury and Erie Railroad and Reading R. R.	Miles, 435.00	66
From Erie to Philadelphia via Meadville, Freeport and Central route,	Miles, 465.00	53
From Erie to New York via New York and Erie Railroad,	Miles, 520.00	60
From Erie to New York via Lakes and Albany and Buffalo Railroad,	Miles, 557.71	60
From Dunkirk to New York via New York and Erie Railroad,	Miles, 473	60
From Dunkirk to Philadelphia via N. York and Erie Railroad to Elmira, Williamsport, Sunbury and Pottsville and Reading Railroad,	452	9 inclined planes.
From Dunkirk to Philadelphia via N. York and Erie Railroad, Elmira, Williamsport, Cattawissa and Reading Railroad,	Miles, 459	66
From Dunkirk to Philadelphia via N. York and Erie Railroad, Williamsport, Susquehanna and Columbia Railroad,	466½	45

These distances may all be relied on, as taken from the reports and surveys of the different routes. It will be seen that it is 92 miles nearer from Cleveland to New York through Philadelphia than by the shortest route proposed through the State of New York; and there will be so much less rise and fall on the Central route as will make the distance actually 150 miles nearer.

Truly, &c.

S. MOYLAN FOX.

APPENDIX, No. LXI.

To the Select and Common Councils:

The Committee on Police, having had for some time past under consideration the responsibilities, effectiveness, and increased duties of the Special Constable attached to the Mayor's Office; and a proposition to increase the salary of said officer; respectfully beg leave to

REPORT—

That in their judgment, the present salary of the Special Constable,—four hundred dollars per annum,—is an inadequate compensation for the services required of, and performed by, that officer. In the Police service this office ranks the third in grade under the Mayor of the City, viz.: First—*Lieut. of Police*, who is paid a salary of *eight* hundred dollars per annum—

Second—*Second Lieut. of Police*, who is paid *seven* hundred dollars per annum—

while the *third* officer of Police—the Special Constable—is paid no greater salary than that of the ordinary night policemen,—twenty-seven in number,—whose duties are comparatively less numerous and important: whereas the Special Constable is almost incessantly employed during both the *night* and the *day* time, in the various pursuits incident to the detection of crime, and bringing offenders against the laws to punishment.

Your Committee are further induced to think favourably of the proposition to increase the compensation to the Spe-

cial Constable, by the recommendation to do so, by the Mayor; who possesses ample means by which to appreciate the nature of the service, and the character of the officer.

Your Committee therefore submit the annexed draft of an ordinance increasing the salary of said officer to five hundred dollars per annum; to take effect from the first day of January *last*.

Committee Room, August 17th, 1846.

CHAS. A. POULSON, *Chairman*,
JOHN TRUCKS,
CHAS. NORRIS,
WILLIAM MORRIS,
ROBERT TOLAND,
JOHN TOWNE,
JOHN P. WETHERILL.

Committee on Police.

An Ordinance

Fixing the Salary of the Special Constable.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia in Select and Common Councils assembled*, That the Salary of the Special Constable shall be *Five Hundred Dollars* per annum, payable as heretofore, to commence from the first day of January, 1846: any Ordinance to the contrary notwithstanding.

APPENDIX, No. LXII.

To the Select and Common Councils:

The Joint Special Committee on the Pennsylvania Railroad Company, to whom was referred by Councils, on the 2d of July last, the following resolution, viz.:

Resolved, That the Joint Special Committee on the Pennsylvania Railroad be instructed to ascertain and report at the next meeting of Councils, the number of taxable inhabitants in the City, and designate those who pay taxes on real estate:

REPORT—

That from information obtained from the Collectors of the City Tax,

The whole number of taxables is 19,652.

Of persons paying taxes on real estate, there are

Males	3,678
-------	-------

Females	903
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Making	4,581	all of whom reside within the City limits.
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There are also	762 males,
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And	168 females,
-----	--------------

Making	930	who pay taxes on real estate, who reside out of the City limits.
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In addition to which there are 86 corporations and associations paying taxes on real estate, a few of which are located out of the City.

The names of the individuals and corporations paying taxes on real estate have been arranged alphabetically in in a book, which the Committee propose depositing in the library for the use of members.

The Committee having fulfilled the duties referred to them, ask to be discharged, and subjoin a resolution to that effect.

All of which is respectfully submitted.

August 27th, 1846.

HENRY C. CORBIT, *Chairman*,
JNO. RODMAN PAUL,
BENJ. ORNE,
JOHN P. WETHERILL,
EDMUND WILCOX,
EDMUND A. SOUDER,
HORACE BINNEY, JR.,
ALGERNON S. ROBERTS.

Resolved, That the Joint Special Committee, to whom was referred the memorials and petitions relative to the Pennsylvania Railroad, be discharged from the further consideration of the subject.

APPENDIX, No. LXIII.

To the Select and Common Councils of the City of Philadelphia :

The Committee on Legacies and Trusts, in compliance with the ordinance of October 1, 1835,

REPORT—

The state and condition of the several trusts under their care and management, and have much satisfaction in presenting the favourable and improved situation they are in.

The Legacy of Dr. Benjamin Franklin, originally £1,000 sterling, or \$4,444 44,—to be loaned to young tradesmen,—is invested as follows :

Bonds considered good,	-	-	-	-	\$3,109 68
City 5 per cent. loan,	-	-	-	-	6,900 00
“ “ “ Gas,	-	-	-	-	800 00
“ 6 per cent. “	-	-	-	-	1,900 00
Cash in bank,	-	-	-	-	386 36

Making under the control of the Committee, \$13,096 04

There have been three loans made of this fund since November last, two of the sum of \$260 each, and one of the sum of \$200.

The Legacy of John Scott, bequeathed for the same purposes—\$3,000—is invested in

Bonds considered good,	-	-	-	-	\$1,409 30
City 5 per cent. loan,	-	-	-	-	2,100 00
“ “ “ Gas,	-	-	-	-	300 00
“ 6 “ “ “	-	-	-	-	800 00
Cash in bank,	-	-	-	-	12 47

\$4,621 77

But one loan has been made from this fund during the last year ; amount, \$260.

THE FUEL FUND,

For the purchase of fuel for the necessitous poor in the winter, consists of

City 5 per cent. loan	-	-	-	-	-	\$6,800 00
4 shares in the Bank of Pennsylvania, at \$265,						1,060 00
Cash,	-	-	-	-	-	35 60

\$7,895 60

The bequest of the late Stephen Girard, in						
Schuykill Navigation Loan, at 5 per cent.,						9,089 37

\$16,984 97

THE WILLS HOSPITAL FUND.

The investments are

City 5 per cent. loan,	-	-	-	-	-	\$9,300 00
" " " " Gas	-	-	-	-	-	400 00
" 6 " " "	-	-	-	-	-	1,600 00
Mortgages—Philada. Exchange Co., 5 per. ct.						51,500 00
" E. W. Keyser, 6 per cent.						3,500 00
Cash in bank,	-	-	-	-	-	899 91

\$67,199 91

THE YELLOW FEVER FUND,

Appropriated to the Wills Hospital whenever the epidemic does not prevail in the City, is invested as follows:

City 5 per cent. Loan,	-	-	-	-	\$11,800 00
Cash in bank,	-	-	-	-	277 30

\$12,077 30

John Scott's Premium Fund for useful Inventions, is invested in

City 5 per cent. Loan,	-	-	-	-	\$7,200 00
Cash in bank,	-	-	-	-	58 11

\$7258 11

No premium has been demanded during the past year.

Samuel Scottin's Legacy for the Purchase of bread for the poor, consists of a well secured ground rent of \$200, producing \$12 per annum, which has been administered according to the will of the testator.

Paul Beck, Jr.'s Legacy for the use of the Soup Socie-

ties of the City, consists of a ground rent of \$500 per annum, payable quarterly; this has been under the care of the Committee but one year, and the amount received has been paid by them according to the directions of the testator.

The Boudinot lands, in Centre County, Pennsylvania, are still unproductive. The Committee have not yet received any offer for purchasing them.

All which is respectfully submitted.

Phila., August 27, 1846.

GEO. CAMPBELL, *Chairman*,
EDMUND A. SOUDER,
GEO. R. FISHER,
ALGERNON S. ROBERTS,
WM. G. MENTZ.

APPENDIX, No. LXIV.

To the Select and Common Councils:

The Committee on Public Highways report two Bills, which they recommend Councils to pass.

Phila., Sept. 10th, 1846.

HENRY C. CORBIT, *Chairman*,
A. J. LEWIS,
JAMES J. BOSWELL,
DANIEL L. MILLER,
SAUNDERS LEWIS,
T. C. ROCKHILL.

An Ordinance

To Alter the Regulation of Ascents and Descents on the South side of Vine Street between Schuylkill Fourth and Fifth Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That the regulation of the ascents and descents on the south side of Vine Street between Schuylkill Fourth

and Fifth Street, be, and the same is hereby altered and established conformably to a plan made by Samuel Hains, Principal City Surveyor and Regulator, dated September 10th, 1846, and made part of this ordinance.

An Ordinance

Relating to Water Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That the Committee on Public Highways be, and they are hereby authorized and directed to pay to Ephraim Clark the sum of Two Thousand Dollars, to Sarah Brewster and James Suter Brewster the sum of One Thousand Five Hundred and Twenty-five Dollars, to Gebbard Harris the sum of One Thousand Five Hundred and Thirty-seven Dollars, to William Hansell the sum of One Thousand Three Hundred and Ninety Dollars: the said amounts being the amount of damages sustained by the property of the said parties, situate on the west side of Water Street between High and Chestnut Street, by the laying out of Water Street anew, as assessed by a jury appointed by the Court of Quarter Sessions to assess the damages done to certain property in Water Street by the laying out of Water Street anew, by their report filed 13th June, 1846.

SECTION 2. That the sum of Six Thousand Four Hundred and Sixty Dollars, out of the income of the Fund appropriated under the twenty-second item of the Will of Stephen Girard for the improvement of the eastern front of the City and Delaware Avenue, be appropriated for carrying into effect this ordinance and for paying expenses attending said jury: to be paid in the manner that appropriations for Delaware Avenue are directed to be paid in the several ordinances relating thereto.

APPENDIX, No. LXV.

To the Select and Common Councils of the City of Philadelphia:

The Building Committee of the Girard College for Orphans, respectfully

REPORT—

That the Statue of the late Stephen Girard, prepared on a contract with Councils by Mr. N. Gevelot, has been received by the Committee, and by them conveyed to the College and placed in one of the rooms of the main building.

In compliance with the terms of the contract with the City, a committee of artists was mutually chosen by the Building Committee and the sculptor, Mr. Gevelot, to examine the Statue and report upon its resemblance to the original, and its artistic merits. The report of the artists (which is appended) was received, and being entirely satisfactory, it was unanimously resolved that the Building Committee accept the Statue from Mr. Gevelot, and request the Committee on Finance to carry into effect the contract of the City with that gentleman.

The Committee therefore submit the annexed resolution.

Philada., Sept. 10th, 1846.

JOHN AGNEW,
JOHN C. DAVIS,
JACOB AMOS,
JNO. RODMAN PAUL,
JAS. J. BOSWELL,
ISAAC ELLIOTT.

Resolved, That the Committee on Finance be directed to pay Nicholas Gevelot, Seven Thousand Dollars, being the balance due him in accordance with his contract with the City, for the Statue Girard.

*To the Chairman of the Building Committee
of the Girard College.*

In compliance with the invitation of the Building Committee of the Girard College, and of Mr. Gevelot, the Sculptor, to decide upon the likeness of a recent Statue of the late Stephen Girard, we, the subscribers, have met and performed that duty.

It is with pleasure we pronounce it to be a most faithful likeness.

Philada., Sept. 5th, 1846.

THOS. SULLY,
JOHN NEAGLE.

The undersigned having been invited to unite with the above named gentlemen, regrets his inability from a want of personal acquaintance with Mr. Girard, to speak of the *resemblance* to the original: but having full faith in the judgment of his coadjutors, would commend it as a work of art to the Building Committee.

J. R. LAMBDIN.

*Copy of Contract as to the Statue of Stephen Girard.
September 30, 1833.*

CONTRACT made this 30th day of September, A. D. 1833, between Nicholas Gevelot of the first part, and the Mayor, Aldermen and Citizens of Philadelphia, of the second part.

In consideration of the matters hereinafter set forth, the party of the first part doth covenant and agree to and with the party of the second part as follows: That he will make a statue of the late Stephen Girard at least as large as life, to be an accurate likeness and similar to a model already made and exhibited by the said party. The statue to be made of the best Italian marble, and when completed the likeness to be determined by three artists who shall be mutually chosen by the Building Committee of the Girard College and the said party of the first part; and further that the said work shall be fully completed at the end of four years from the date hereof.

And in consideration of the premises, the party of the second part doth covenant and agree to and with the party of the first part to pay to the said party of the first part upon the final and absolute completion of the work the sum of nine thousand dollars.

In witness whereof the party of the first part has hereto set his hand and seal, and the corporate
 { CITY } seal of the party of the second part has been
 { SEAL. } hereto affixed by the Mayor of the City of Philadelphia, the day and year first above written.

JOHN SWIFT, Mayor.

NICHOLAS GEVELOT. [Seal.]

Sealed and delivered in presence of

Ed. Olmsted.

APPENDIX, No. LXVI.

To the Select and Common Councils :

The Committee on Public Highways

REPORT—

That they have considered the several petitions referred to them relative to paving and repairing sundry streets, &c. They are of opinion that Logan street, on the west side of Logan square, should be paved, and the culvert in Mulberry street, east of Front street, constructed during the present season ; but it cannot be done without a special appropriation for the purpose, which the Committee are not inclined to recommend. The Committee find that Hampton street, extending from Schuylkill Second to Third streets between Lombard and Pine streets, and Juniper street from Lombard to Cedar street, and Owen street from Thirteenth to Broad street, upon which a large number of buildings have been erected, absolutely require paving ; and they submit a resolution authorizing the work to be done. To enable the Committee to pave these streets and make indispensable repairs to other streets, without an additional appropriation, it will be necessary to suspend for the present season the construction of the culverts in Sixth street between Spruce and Pine streets, and in Mulberry street between Third and Fourth streets, and the paving of Schuylkill Sixth street from Summer to Vine street, and Barker street between Schuylkill Fourth and Fifth streets. These may be omitted without much public inconvenience. The attention of the Committee has been called to the condition of several private alleys and courts, and they subjoin a resolution in reference thereto. Owing to the extraordinary repairs necessary to place the City Railroad in a safe condition, an additional appropriation for that object is required, and a Bill for that purpose is annexed. The Com-

mittee also subjoin a Bill in relation to Water street : each of which they recommend Councils to pass.

Philada., Sept. 24th, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
ALGERNON S. ROBERTS,
A. J. LEWIS,
SAUNDERS LEWIS,
T. C. ROCKHILL.

Resolved, That the City Commissioners, under the direction of the Committee on Public Highways, be directed to have paved the following Streets, viz. :

Hampton street, from Schuylkill Second to Third street.

Juniper street, from Lombard to Cedar street.

Owen street, from Thirteenth to Broad street.

Resolved, That the owners of property on Rose Alley between Locust street and Thorn Alley, and on the court running north and south between Burd's Court and Currant Alley between Locust and Spruce streets, and the court crossing the same from Burd's Court to Currant Alley, be notified to have the same repaved.

An Ordinance

Making an Additional Appropriation to the Committee on Public Highways.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the sum of Fifteen Hundred Dollars be, and the same is hereby appropriated to the Committee on Public Highways, for repairs and labour on the City Railroad.

An Ordinance

Relating to Water Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That the Committee on Public Highways be, and they are hereby authorized and required to pay to Stephen Colwell the sum of Four Hundred and Fifty-eight Dollars,

which amount he has agreed to accept as compensation for injury done his property, situate on the east side of Water Street, commencing at the distance of one hundred and thirty-two feet eight inches from the north side of Sas-safras Street, and extending in front on said Water Street northward twenty-one feet more or less, by taking a portion thereof from the front on Water Street, by the laying out of Water Street anew.

SECTION 2. That the sum of Four Hundred and Fifty-eight Dollars, out of the income of the Fund appropriated under the twenty-second item of the Will of Stephen Girard for the improvement of the eastern front of the City and Delaware Avenue, be appropriated to the expense of carrying into effect this Ordinance, to be paid in the manner that appropriations for Delaware Avenue are directed to be paid in the several ordinances relating thereto.

APPENDIX, No. LXVII.

An Ordinance

Making an Appropriation from the Income of the Residuary Portion of the Girard Estates.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled,* That for the purpose of supplying deficiencies in the appropriations for the year 1846, the sum of Eight Thousand Dollars be, and the same is hereby appropriated out of the unexpended balance of the income of the residuary portion of the Girard Estates : said sum to be paid into the City Treasury by the Treasurer of the Girard Fund upon the requisition of the Committee on Finance.

APPENDIX, No. LXVIII.

The Building Committee, to whom was referred the memorial of citizens asking for a suspension of the work on the wall enclosing the College grounds,

REPORT—

That whilst they agree with the very respectable signers of the memorial, that a wall more light and open than the one now in progress of erection would add much to the embellishment of the College property, and also enhance the value of that in its vicinity, yet they do not conceive that the terms of the Will give any sanction for the construction of such a wall as the memorialists desire. The testator, Mr. Girard, has been very minute in his directions with regard to the kind of wall by which his orphan establishment shall be surrounded—designating its height, thickness, &c., and expressing his desire that the College should be secure and private.

Hopes were entertained, however, that the change of location to the Peel Hall Estate might allow of some mitigation of the severe character of the enclosure intended for the Square in the City; and accordingly, as far back as 1839, eminent counsel was consulted on the subject. Mr. Sergeant, in his legal opinion then given, after reciting the expressions in the will and codicil bearing on the case, says—

“There is no ambiguity here. The testator meant there should be none, and has been even redundant in guarding against it, as the underscored words will show. The *Estate* is put in the place of the *Square*. The *Estate* is devoted exclusively in the *same manner* as he had devoted the *Square*. *All the improvements and arrangements* prescribed by the will as to the *Square* are to be made upon the *Estate* just as if the *Estate* had been in the will *devoted* to the purpose. The Estate is thus put for the Square and to be treated in all respects as the Square was directed to be. The *Square* was to be surrounded by a wall. The *Estate* is therefore to be surrounded by a wall. The wall was one of the *improvements and arrangements* for the

Square, and a very material one : it is therefore to be *made* and *executed* upon the *Estate*. So the codicil says expressly." Mr. Sergeant concludes his opinion thus : "I am therefore of opinion that the whole *Estate* must be surrounded by a wall as *prescribed* in the will."

With these positive directions in the Will, fortified by the legal opinion just quoted, your Committee have entered into large contracts for materials and work necessary for the erection of the wall, one half of which is now already completed : to abandon or suspend operations would be attended with pecuniary sacrifices and inconvenience to the contractors and to the College. Moreover, it has been decided that before the opening and organization of the College for the reception of pupils, the whole of the buildings and arrangements shall be completed ; and the public mind is already prepared for this desirable event by the rapid progress which has been made in the work in the past two years. The Committee therefore are unwilling to disappoint this just expectation by recommending a suspension of the work on the walls ; believing that it would be attended with less inconvenience to alter at a future day the character of the enclosure, if it can be accomplished by any means without risking a forfeiture of the trust by an infraction of the Will.

They therefore beg leave to offer the following resolution :

Resolved, That the Committee be discharged from the further consideration of the subject.

JOHN AGNEW,
ALGERNON S. ROBERTS,
WILLIAM MORRIS,
JAS. J. BOSWELL,
JNO. RODMAN PAUL,
ISAAC ELLIOTT,
JOHN C. DAVIS,
JACOB AMOS.

APPENDIX, No. LXIX.

To the Select and Common Councils :

The Committee on Public Highways report a Bill in relation to Water Street, and a resolution providing for certain transfers, which they ask Councils to pass.

They further report, that they have under consideration the petition of a large number of citizens praying Councils to take measures for placing cap logs or other means of protection along the wharves on the eastern front of the City. The Committee believe the subject to be of considerable importance, and recommend it to the early attention of the next Councils.

Phila., Oct. 8th, 1846.

HENRY C. CORBIT, *Chairman*,
DANIEL L. MILLER,
SAUNDERS LEWIS,
JAMES J. BOSWELL,
ALGERNON S. ROBERTS,
T. C. ROCKHILL.

An Ordinance

Relating to Water Street.

SECTION 1. *Be it ordained and enacted by the Citizens of Philadelphia, in Select and Common Councils assembled*, That an Ordinance passed the 24th day of September, A. D. 1846, entitled "An Ordinance relating to Water Street," be, and the same is hereby repealed.

SECTION 2. That the Committee on Public Highways be, and they are hereby authorized and required to pay to James McClure the sum of Four Hundred and Fifty-eight Dollars, which amount he has agreed to accept as compensation for injury done his property, situate on the east side of Water Street, commencing at the distance of one hundred and thirty-two feet eight inches from the north side of Sasfras Street, and extending in front on said Water Street northward twenty-one feet more or less, by taking a por-

tion thereof from the front on Water Street, by the laying out of Water Street anew.

SECTION 3. That the sum of Four Hundred and Fifty-eight Dollars, out of the income of the Fund appropriated under the twenty-second item of the Will of Stephen Girard for the improvement of the eastern front of the City and Delaware Avenue, be appropriated to the expense of carrying into effect this Ordinance, to be paid in the manner that appropriations for Delaware Avenue are directed to be paid in the several ordinances relating thereto.

Resolved, That the Committee on Public Highways be, and they are hereby authorized to transfer Seventeen Hundred Dollars from item "*New Culverts*," and Eight Hundred Dollars from item "*Repairs to Culverts and Inlets*," to item "*Repairing Streets and Paving over Water Pipes*."

APPENDIX, No. LXX.

To the Select and Common Councils :

The Library Committee

REPORT—

That they have, during their official term, in accordance with resolutions of Councils, and otherwise, delivered to public institutions and individuals the following volumes of Digest and Journal of Councils, to wit :

To Historical Society of Pennsylvania, complete set of Journal of Councils.

To Athenæum, 6 volumes of Journals of Councils, to complete a set.

To Mercantile Library, 1 volume of Journal of Councils, to complete a set.

To Franklin Library, 1 volume of Journal of Councils, to complete a set.

To Mr. Thomason, 1 volume of Journal of Councils, to complete a set.

To City of Pittsburgh, 1 volume of Digest.

To City of Richmond, 1 volume of Digest.
To the Alderman of Cedar Ward, 1 volume of Digest.
To Statistical Society of Pennsylvania, set of Journals of
Councils and 1 volume of Digest.
To Recorder Vaux, 1 volume of Digest.
To City Surveyor, 1 volume of Digest.
To City of St. Louis, Missouri, 1 volume of Digest.
To Mr. Roberts, member of Council, 6 volumes of Journals.
To Saunders Lewis, Esq., set of Journals of Councils.
To each Public Institution, one copy of Journals of present
Councils.
To John Towne, set of Journals of Councils.

They have received into the Library,

From the Mayor of Baltimore, a full set of Ordinances.

Second Report and Appendix of the Commissioners for
Enquiring into the State of Large Towns and Populous
Districts, by the Parliament of England.

All of which is most respectfully submitted.

Philada., October 8, 1846.

JOHN TOWNE,
JOS. R. CHANDLER,
BENJAMIN ORNE,
CHARLES GILPIN.

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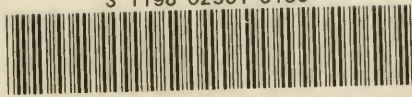
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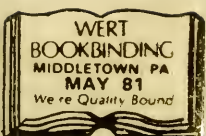
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